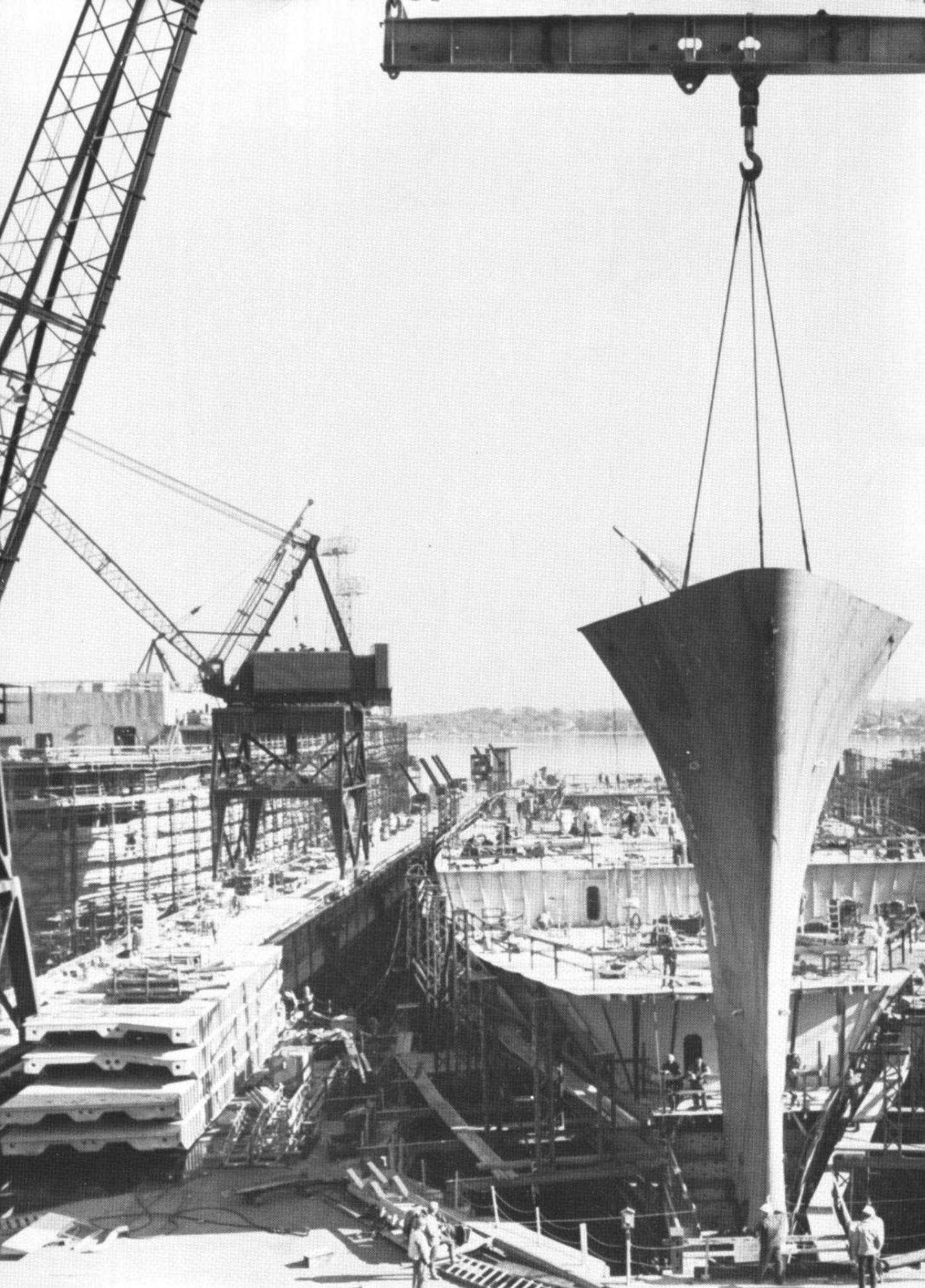


ALL HANDS

JANUARY 1970





ALL HANDS

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•• FRONT COVER: TOP SIDE—Nuclear-powered attack submarine USS Sunfish (SSN 649) cruises surface of Atlantic. This Sturgeon class sub is especially designed as an antisubmarine weapon.

•• AT LEFT: GROWING UP—Taking her bow, one weighing 67 tons, is the U. S. Navy dock landing ship Portland (LSD 37), under construction at Quincy, Mass. Portland is named in honor of the cities of the same name in Maine and Oregon. The 555-foot vessel is the first of four sister ships, designed to support amphibious assaults, to be built at Quincy.

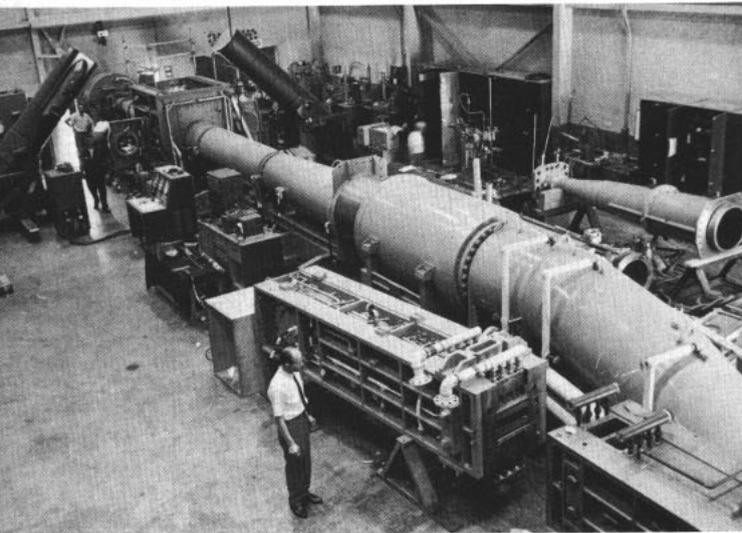


THE always forward looking Naval Ordnance Laboratory indulged itself in a little nostalgia last year—it looked backward to its founding half a century ago, in 1919.

NOL, as it is usually called, started out as the Mine Unit under the technical direction of the Bureau of Ordnance (now the Naval Ordnance Systems Command). Like many other naval activities it was born in the Washington Navy Yard, then the location of the Naval Gun Factory.

In those early days there were growing pains and other problems. For example, there are recollections of a budget for depth-charge research, back in the 20s, which was limited to \$25 a month.

But, despite financial difficulties and a shortage of personnel, the unit carried on. In one field alone of vital importance the lab managed to retain a cadre of mine and fuse experts who were to find ways to coun-



NOL hypersonic wind tunnel attains speeds up to Mach 10.



Lab Reps developed minipad for ATC.

NOL Soars Into The Future

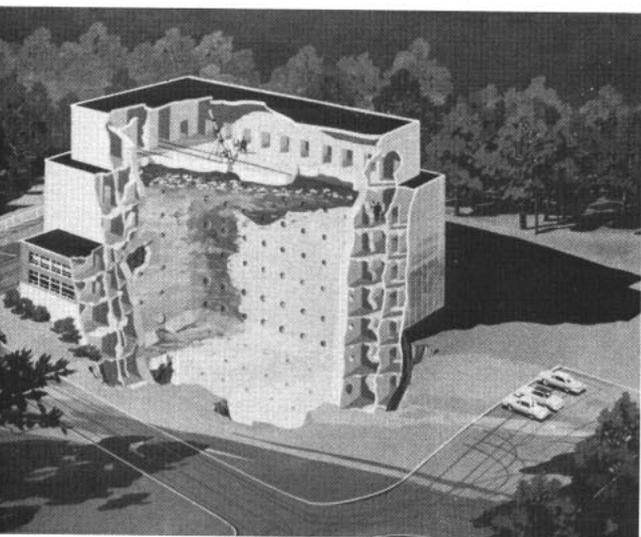
teract Germany's new magnetic mines and blockade Japanese shipping in the second World War.

But that's getting ahead of the story.

A building, dubbed appropriately enough the Mine Building, was constructed to house the newly born Mine Unit (in 1919), and later a sister group, the Experimental Ammunition Unit. Although they occupied the same building, the two units operated on a more or less independent basis. Both were under the administrative control of the Gun Factory and their work was performed under the technical direction of the Bureau of Ordnance.

A closer union came about in 1929, when the Bureau of Ordnance decided to consolidate the units, and to broaden the scope of their work.

To reflect the new mission, the organization was named the Naval Ordnance Laboratory, and that's the beginning of NOL as we know it.



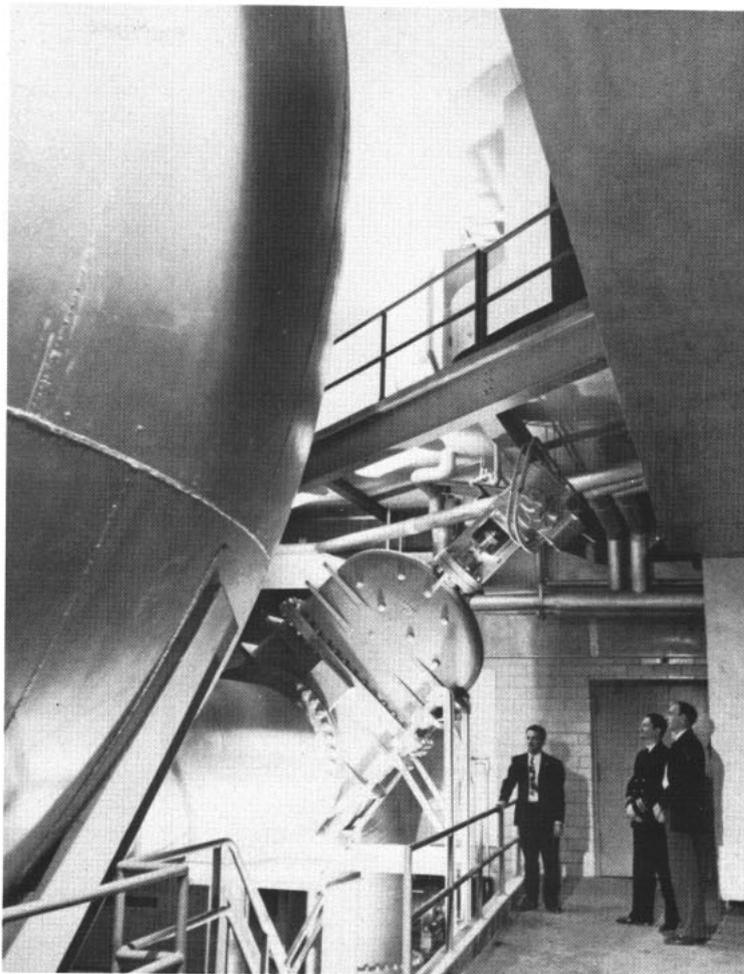
Model of the NOL hydroballistics tank building.

DURING THE EARLY YEARS the Laboratory had been headed by a naval Officer in Charge, who was advised on technical matters by a chief physicist. The pattern was set for the system of dual managership that has continued to this day.

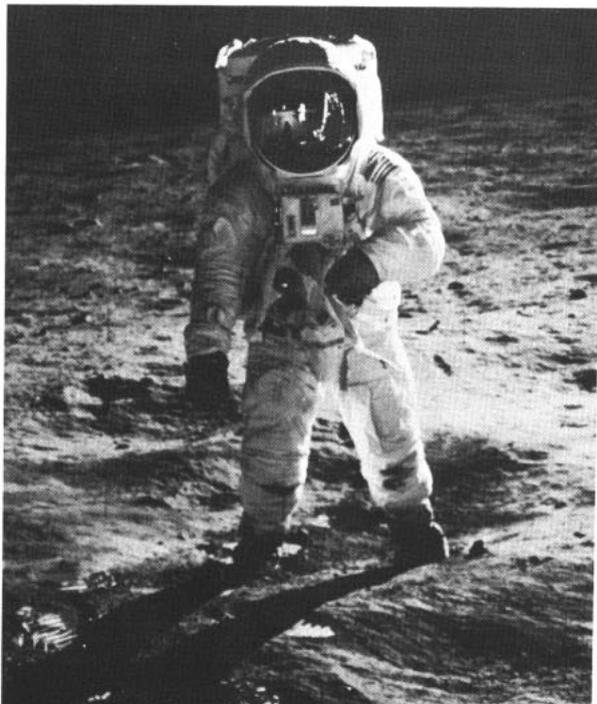
The late 20s and early 30s were lean years financially, but the corps of scientists was hard at work. Developing mines to protect our coasts and shipping was one of its big missions.

In 1938 the Laboratory was big enough to be separated from Naval Gun Factory control, although it remained a tenant activity at the Navy Yard.

With the approach of World War II, the work of the Laboratory was accelerated, and turned from developing mines to countering the new magnetic mines being used by the Germans. This was a deadly new naval weapon against which the United States Navy had no defense.



Steel vacuum sphere, dedicated in 1949, set former speed record for wind tunnel research. Below: Explosive developed by NOL allowed lunar module to descend to and ascend from the moon, thereby aiding in the success of Apollo 11.



The Laboratory first concentrated on the study of ships' magnetic fields, and built its first magnetic field facility to permit the study of degaussing techniques by using scale models of real ships. In this manner more refined degaussing techniques were developed.

Degaussing consists of winding certain parts of a ship with coils of wire through which electric current is passed. This current is controlled and adjusted so that the magnetic field set up is opposite to the ship's normal field, and partially cancels it. This reduces the range at which a magnetic mine can detect a ship.

In addition to the completion of the degaussing program for both the Navy and Merchant Marine, NOL designed approximately half a hundred different types of mines.

The development of magnetic, acoustic, and pressure-firing mechanisms for mines was to make possible the effective blockade of Japanese waters in the spring and summer of 1945.

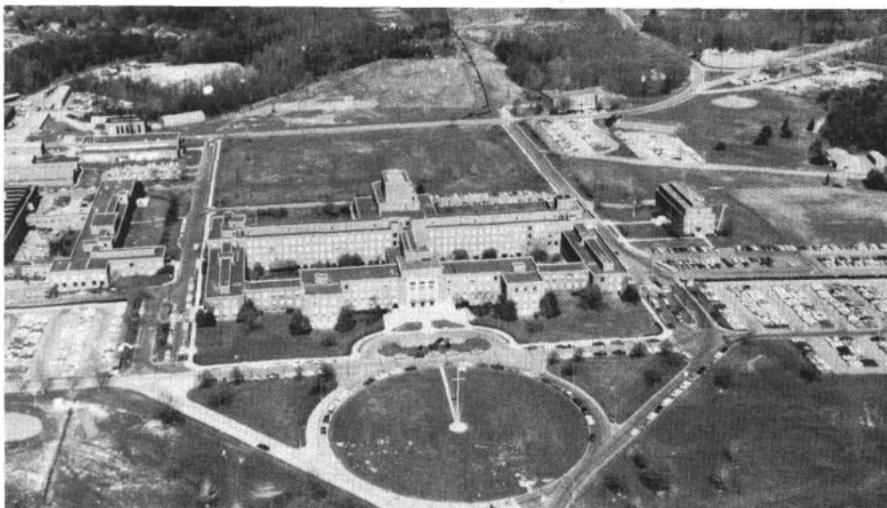
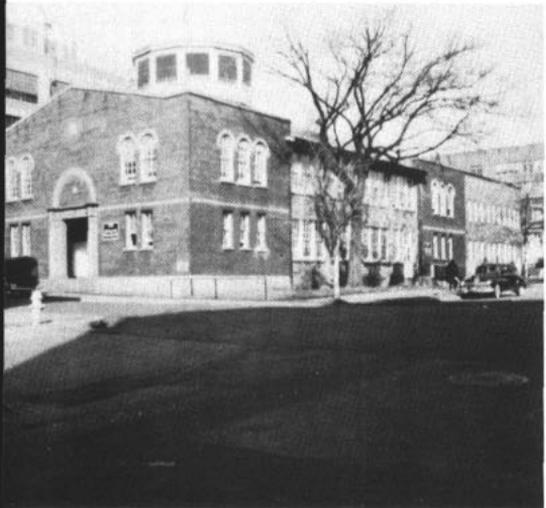
played an important role in destruction of the Japanese air arm.)

At the height of World War II, NOL was bursting its seams at the Navy Yard. In 1944 land was purchased for the Laboratory at White Oak, in the suburb of Silver Spring, Md.

The cornerstone of the main Laboratory and Administration Building was laid by Secretary of the Navy James Forrestal in 1945. During the next three years the major part of the Laboratory was constructed.

When World War II ended, two German wind tunnels were sent to NOL's White Oak home for research study. They were rebuilt and modernized. The "re-commissioned" tunnels were dedicated in 1949.

The wind tunnels were able to simulate air speeds of Mach five and were regarded as being among the more advanced aeroballistics research tools of their kind in the world.



The Mine Building at the Washington Navy Yard was NOL's first home. Rt: NOL today.

IN THIS BLOCKADE CAMPAIGN, U. S. planes laid over 13,000 mines which sank or seriously damaged two million tons of Japanese shipping, throttling almost completely seaborne commerce in Japanese home waters.

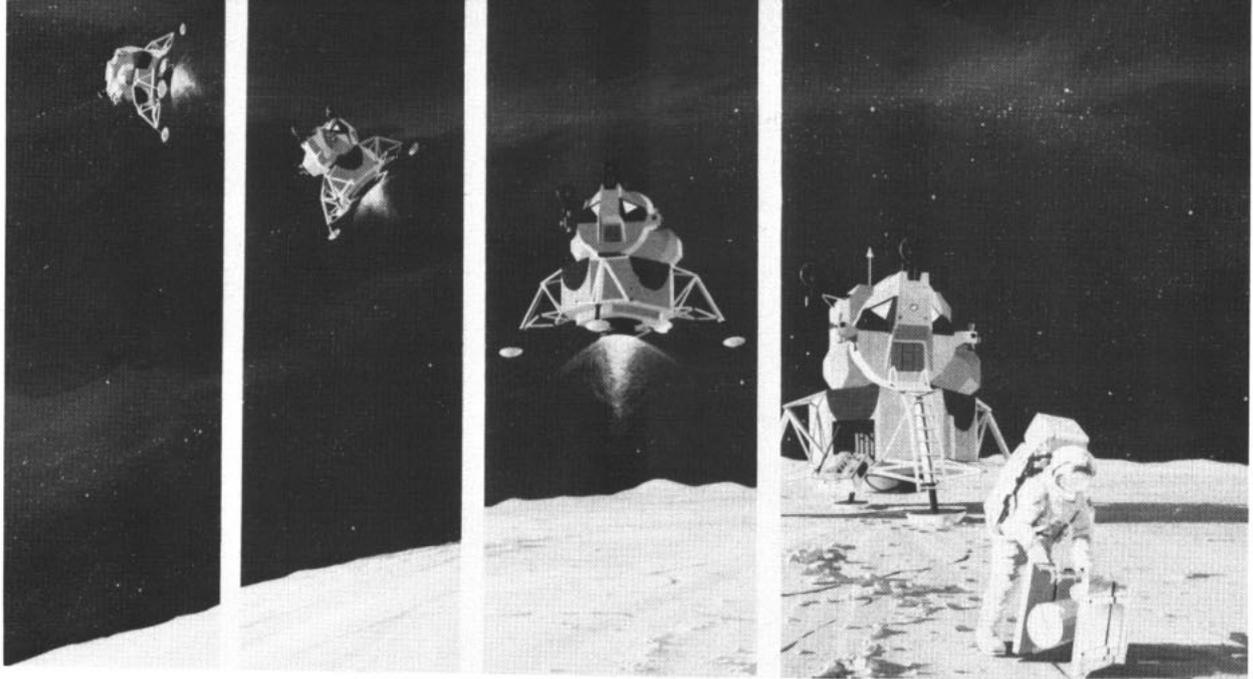
Another outstanding achievement of the Laboratory was in the field of fuzes. The fuze then being used presented production difficulties because it was complicated and expensive. The answer was a simpler fuze, but there was little time to work on a design—the deadline was a matter of days, not weeks or months.

At this point, an NOL scientist presented a sketch of a new fuze. Simple in design and ideally suited to mass production, it appeared to fulfill all functional requirements. It proved to be 99.9 per cent efficient, and it is estimated that the savings effected by the adoption of this fuze totaled approximately 250 million dollars. (It was used against the kamikazes and

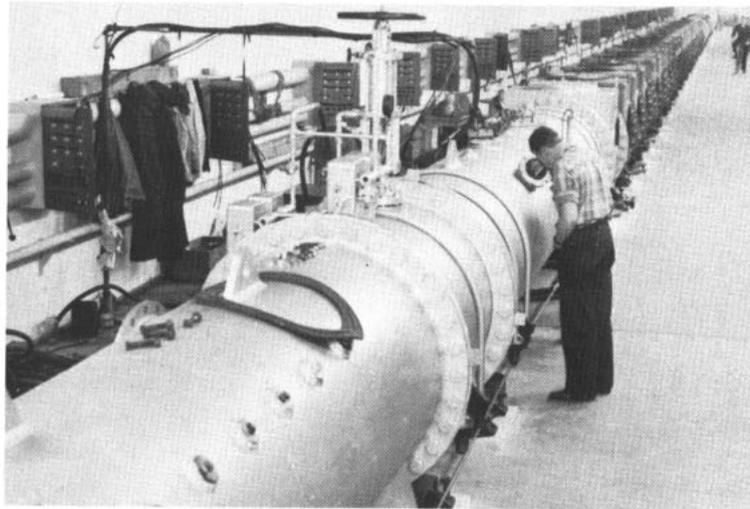
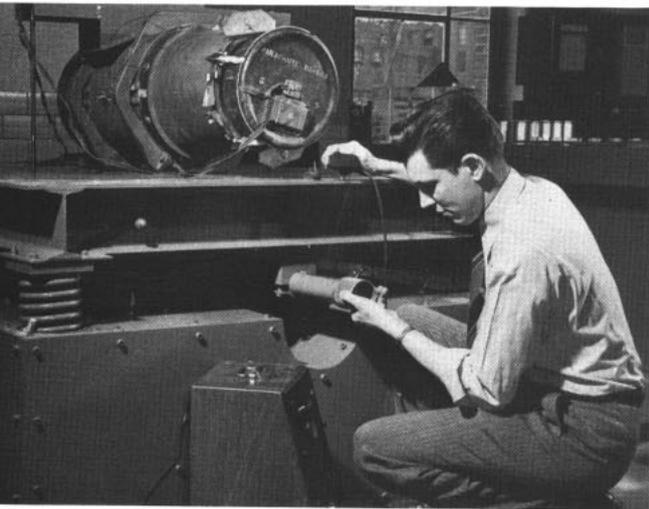
NOL'S SCORE in the field of ordnance devices and equipment is indeed impressive. Included among its developments are 22 mines for which NOL is the Navy's sole developing agency. It did pioneering work in the field of antisubmarine depth charges and produced numerous types of fuzes for rockets and a variety of ordnance equipment. It supplied warheads for missiles. Its range of work extended to pyrotechnic devices, and the arming and fuzing mechanisms for *Polaris*.

NOL was responsible for the concept of *Subroc*, a submarine-launched, rocket-propelled, inertially-guided, depth charge for long-range destruction of hostile submarines. NOL conducted feasibility studies, and provided technical direction during its development under contract.

Over the years NOL has found it necessary to expand its facilities and add new ones.



NOL developed an explosive to release LM landing gear uplock, sever the umbilical bundle, permit the LM to ascend, and finally set the LM and ascent stage adrift after the astronauts' return to the command module.



A parachute-laid mine is tested. Rt: Supersonic wind tunnel, dedicated in 1949, shows behavior of projectiles fired into it.

A larger magnetic field facility has been constructed, this time entirely of nonmagnetic materials, even to the nails that hold the building together. Used primarily to design degaussing coils for Navy ships, the facility is capable of simulating the magnetic conditions peculiar to any part of the earth or moon. It is frequently used to make prelaunch magnetic measurement tests of space satellites.

WHEN THE NASA astronauts made the *Apollo 11* moon landing, an explosive developed by NOL was used to permit the descent and ascent of the astronauts in the LM (lunar module). This was done by three cutting operations which: first, released the landing gear uplock; next, severed the umbilical bundle, thus separating the ascent and descent stage of the LM to permit the ascent stage to return to the command module; and finally, after the astronauts were back aboard the command module, set the LM and

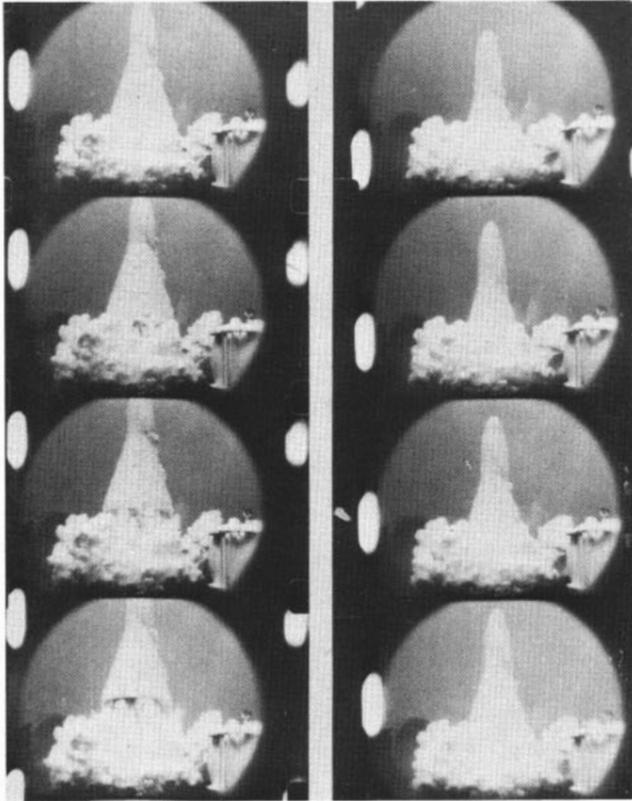
the ascent stage adrift in space after separating them from the command module.

NOL has aeroballistics facilities which make it a modern center for research and development in the sciences of aerodynamics, hydrodynamics and ballistics. The wind tunnels and ranges are capable of measuring aerodynamic drag, stability and heating effects at speeds up to and beyond Mach 10.

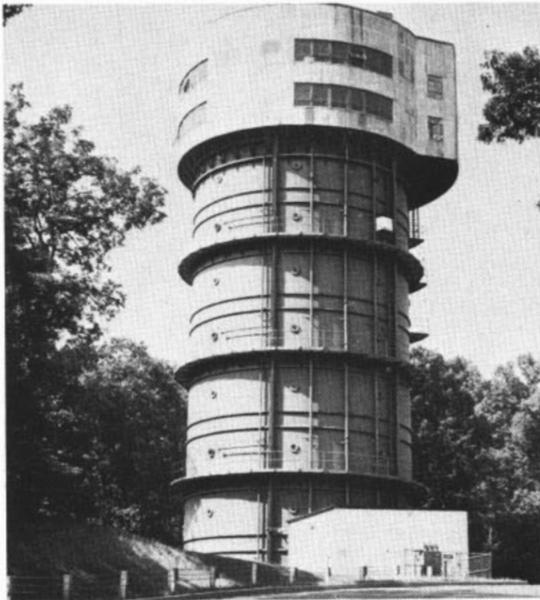
A hypervelocity tunnel, due for completion in 1971, is expected to be able to reach speeds of Mach 20.

With its 1,750,000-gallon hydroballistics tank, studies can be made of powered, scale models of submarines and torpedoes.

In its program to develop improved materials for ordnance applications, NOL has created several new magnetic materials that have been made available to industry for both civilian and military applications. Use of these materials has greatly improved the characteristics of such devices as magnetic amplifiers,



NOL supplied arming and fuzing mechanisms for Polaris.



The 100-foot underwater weapons test tank at NOL holds some 1½ million gallons of water.

magnetometers and electromagnetic transducers.

A new metal with a memory which returns it to its original shape after being heated also came from the Naval Ordnance Laboratory. If distorted, it "remembers" its shape, and returns to it when heated. This alloy has potential for use in erectable structures for outer space and hydrospace. Another form, which has hardening qualities comparable to steel, is being used to make nonmagnetic handtools and related items for underwater ordnance applications.

NOL HAS PIONEERED in the use of "massive glass" for deep submergence vehicles. (See ALL HANDS, February 1965.) It is continuing to research and test glass materials for underwater applications.

In NOL's glassblowing lab, glass tubing is fashioned into one-of-a-kind scientific devices. The result may be a very simple chemical apparatus, or an intricate gas laser, or diffusion pump for producing high vacuum.

NOL is the East Coast Coordinator for Naval Laboratories in the Vietnam Laboratory Assistance Program, and has sent many of its personnel to Vietnam as Laboratory Representatives—better known as Lab Reps—to provide liaison and act as technical experts.

Lab Reps have even come up with solutions to problems with a twist of the wrist and a bit of baling wire.

One example is the development of a minipad for a medevac helicopter.

Alerted to the desire for a way to land a copter on an armored troop carrier, NOL's Lab Rep came up with the makings of pipe and steel mat, (which were at hand) and within two weeks had a trial pad.

On the next mission, after debarkation of troops, the helo pad was readied for the copter. The wounded were ferried from the battle zone to the boat. After unloading, the copter took off, and the boat rushed the troops to the base hospital. The minipad was an immediate success, and has served as a model for the construction of others.

Stemming from its early days as the "Mine Unit," NOL today is headed by a naval officer, entitled Commander, and a civilian Technical Director.

For the most part a civilian-staffed organization, NOL has a working corps of scientists and engineers carrying out basic research and engineering support missions for the Fleet.

Ordnance Application Officers are assigned in a staff capacity to the offices of the appropriate technical directorate. These naval officers, having considerable Fleet experience and being specialists in the field of ordnance engineering, advise and assist in the practical applications of ordnance under laboratory development to meet the needs of the Fleet.

In addition to the 730-acre reservation at White Oak which the laboratory occupies, it operates an acoustics research facility at Triadelphia Lake, Md., and three subsidiary "test and evaluation" facilities.

This—in a nutshell—sums up half a century of NOL. The past 50 years have set the pace, and the Laboratory expects to make even more progress in its next half-century.



USS Samuel Gompers (AD 37) tends brood in Southeast Asia.

Floating Foundry

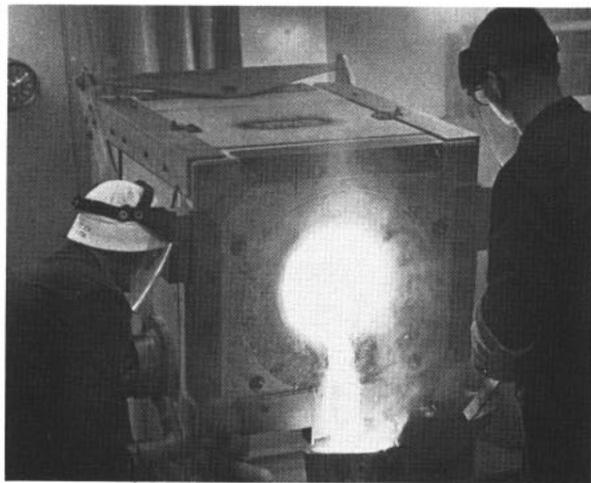
IN A BRIGHTLY GLOWING stream, molten bronze pours from the furnace into a ladle. Two sweat-dripping men carry the ladle to a mold. They tip it, and the amber liquid splashes into the crevices of the mold, then settles to cool.

The scene is the foundry on board the destroyer tender *uss Samuel Gompers* (AD 37), where the ancient art of casting metals is used to make repair parts for ships of the modern Navy.

The foundry, one of 55 specialized shops on the ship, is capable of producing parts of steel, aluminum, bronze, monel alloy, or virtually any other metal.

Metal casting requires skills not often found in an age of automation. Molders must construct their patterns and molds with careful, tedious handwork to bring them to specifications; then they must know how to handle the hot metal to achieve the desired results.

Molder 2nd Class Jerry Clark of the *Gompers* foundry sums it up: "It's hard, dirty and hot, but it's something that has to be done."

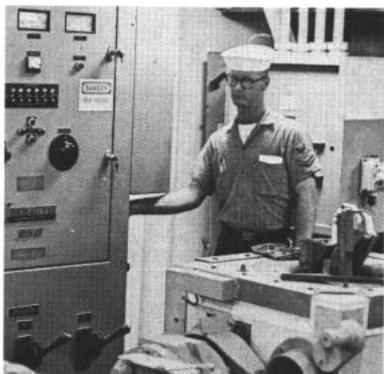


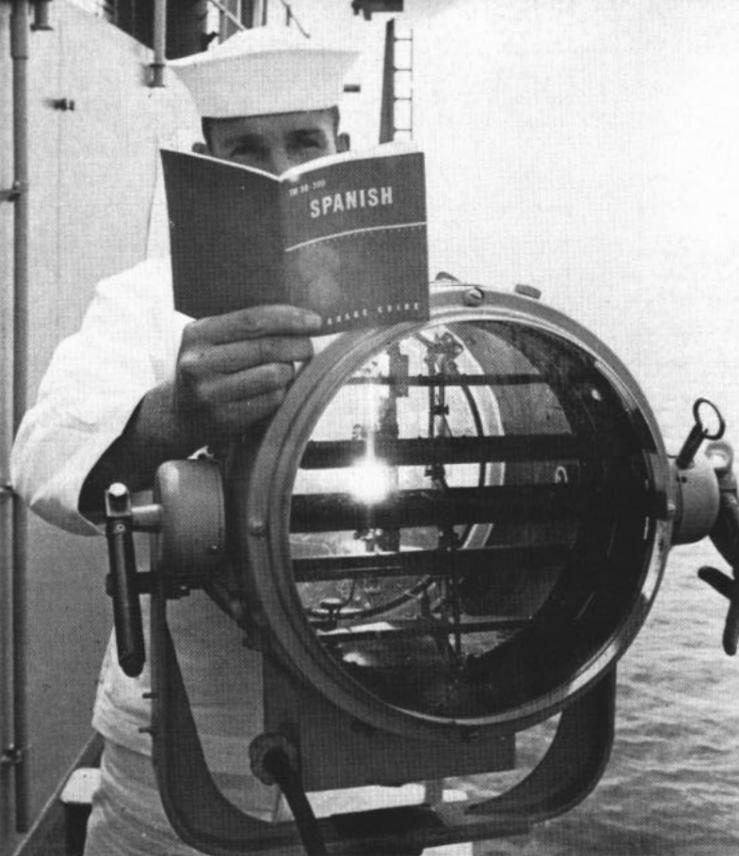
Molten bronze is poured from furnace.

Molders pour bronze into mold.



Induction furnace is readied for activation





U. S. Navy Signalman 3rd Class Allen Hovik checks his Spanish language guide during UNITAS X during lull in communications. Below: A U. S. and Colombian destroyerman apply destroyerman's talent during a civic action project. Right: Members of UNITAS X get underway from San Juan, Puerto Rico. Far right: Colombian sailor sends message to USS Leahy.



UNITAS

Ten Years of Cooperation

FOR THE 10TH STRAIGHT YEAR, U. S. and South American navies cooperated in the recently completed UNITAS.

All of the participants engaged in learning and refining tactics of ocean control and antisubmarine warfare. And meanwhile, the United States gained goodwill with the people—sailors and civilians—of the Latin nations involved.

While the U. S. ships maneuvered with their South American counterparts off the coast, a Navy band toured the interior of various countries. And when the ships pulled into port, North and South Americans continued to combine their efforts in civic action projects, sports and recreation.

Last year's exercise, UNITAS X, began in July when four U. S. ships left San Juan to begin a 19,000-mile counterclockwise cruise around South America. Ships of eight South American countries joined them for various parts of the cruise, scheduled to end in December.

The U. S. ships are *uss Leahy* (DLG 16), *uss Sarsfield* (DD 837), *uss J. K. Taussig* (DF 1030) and *uss Grampus* (SS 523).

The combined task force was directed by Rear Admiral James A. Dare, Commander South Atlantic Force, U. S. Atlantic Fleet. Operational command of exercises was rotated among senior officers of the participating navies.

ALTOGETHER, some 50 ships, 70 aircraft and 15,000 men of the nine navies of North and South America took part in various UNITAS exercises. In some phases, 20 ships from four countries have operated together at the same time.

Typically, an American destroyer may have detected a submarine (*Grampus* or a sub from one of the other navies), reported to a Uruguayan captain, and then joined Brazilian and Argentine destroyers in tracking it down. Men speaking three languages were



involved; but the exercise went smoothly and efficiently.

Sometimes submarines joined the surface ships in hunting their own kind with simulated rocket, depth-charge and torpedo attacks.

In other training evolutions some of the UNITAS ships played the role of a merchant convoy while others protected them—by avoiding submarines if possible, or by keeping them at bay or attacking if they appeared.

Ocean control was another facet of ASW practice. The task force patrolled an ocean area so that friendly ships could pass but hostile vessels could not.

Convoy defense and ocean control often included antiaircraft warfare. UNITAS ships practice confrontations with airplanes, and had to “down” the attackers without help from friendly aircraft.

FOR SOME OF THE COUNTRIES, participation in UNITAS is the high point of their annual training schedules. U. S. know-how and their own practice combine to provide the best in-depth training in ASW and ocean control available.

And sometimes the training is put to use in unexpected ways. In 1962, when President Kennedy imposed a quarantine on communist Cuba against the importation of offensive weapons, some nations participating in UNITAS offered ships to help the U. S. blockaders in a demonstration of inter-American solidarity.

However, no treaties or alliances affect the operations. Each year's program is decided at a conference among the participating navies according to their own convenience. All friendly nations are free to participate or not, as it suits them.

THE SOUTH AMERICAN COUNTRIES participating in UNITAS X last year were Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay and Venezuela.



Navies taking part had four stated objectives:

- To test the effectiveness of the elements, individually and together, in ASW and ocean control tactics;
- To exercise the multinational force to gain experience in joint operations;
- To plan for possible future situations that would require combined efforts, such as threats by forces from outside the Western Hemisphere;
- To generate goodwill and friendship between the participants.

That last objective is evidently present among the men of the navies involved. They gain respect for each other as they work together at sea—and then learn to like each other on liberty in the task force's ports of call.

The U. S. Navy show band exemplified inter-navy cooperation as it performed in official ceremonies and parades. But the greater part of the mission of the band was in its contact with the civilian people.

The band toured countries while the ships were at sea, performing in inland towns, many of which had never had contact with North Americans before. In town squares and bullrings, the troupe presented programs of local popular songs, show tunes, singing, dancing and comedy skits.

The music ambassadors made it a point of pride to play their host country's national anthem at each performance. (Usually the audience—often led by high government officials—sang along.)

AND THE NAVYMEN from the ships did their part for good relations.

First they made friends by their good behavior ashore. Open house on board U. S. and other ships gave local people a look at the navies. The children, naturally, loved the ships—and their parents were impressed.

The North Americans formed sports teams to compete with citizens of their host countries. Predictably,

the basketball and baseball teams did well—and the soccer teams were overwhelmingly defeated. But they all added to the developing friendship between neighbors from north and south.

Project Handclasp helped too. Navymen distributed everything from candy to vitamins to school supplies for the benefit of children of the South American countries.

And Navymen with experience as carpenters, plumbers, or painters helped build or refurbish schools, clinics, and other badly needed service institutions.

WHY IS UNITAS necessary?

All the nations of the Americas except two border on the sea. They all need to keep the sealanes free and to defend their coastlines.

The prime purpose of all navies was defined by a former South American naval minister: "The defense of maritime traffic is our greatest concern."

Maintaining a high standard of living requires any nation to import products it needs and to export those which are in demand elsewhere—which means free passage of merchant ships.

It is in all countries' interests for the sealanes to be kept open. The vast areas of sea and the long coastline

—12,000 miles—of the eight South American countries participating in UNITAS make combined defense essential.

Antisubmarine warfare training is part of this defense—but not only because submarines can threaten shipping. Equipped with missiles, modern submarines can also imperil cities from hundreds of miles at sea.

It is of common interest to the U. S. and its southern neighbors to defend this hemisphere against threats to shipping, which unites the hemisphere by trade, and against threats to the land and people.

The forces of the Americas must be coordinated and integrated to guarantee free trade and sovereignty throughout both continents. UNITAS helps to do so.

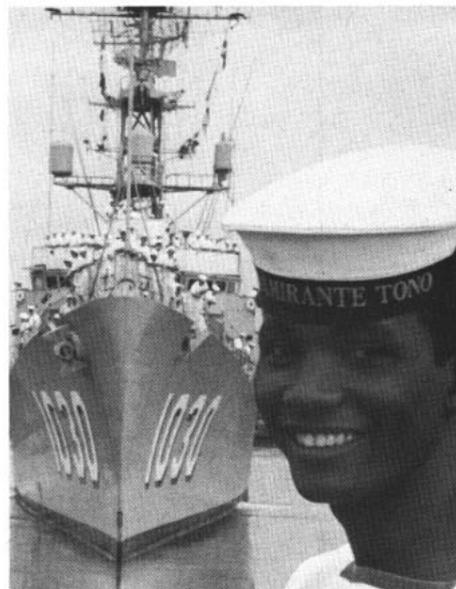
And beyond the military advantages, UNITAS also helps people of the two continents to get to know and like each other.

For ten years, it has been discouraging enemies—and at the same time winning friends.

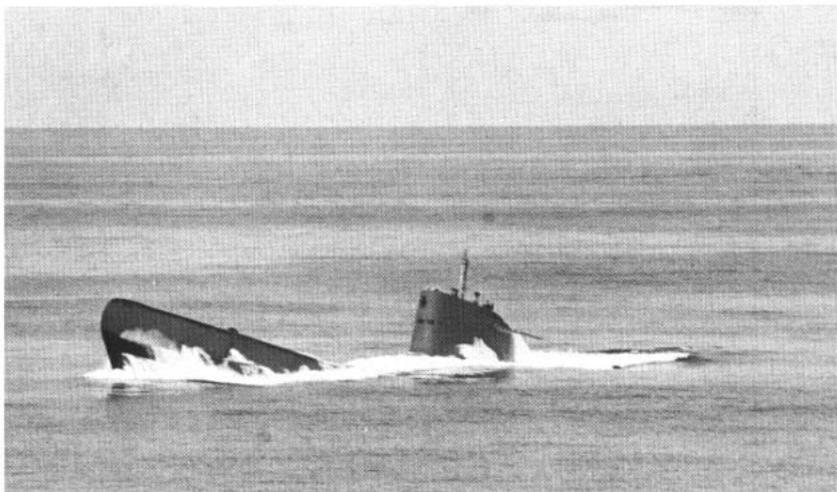
UNITAS TOOK AMERICAN NAVYMEN to more than a dozen ports, from the swinging metropolis of Rio de Janeiro to the remote Galapagos Islands.

As an example of the friendly reception UNITAS men received the Galapagos are typical.

Very few people ever visit the islands, 500 to 700



Photos clockwise from above left: (1) A Galapagos seal is amused by U. S. Navymen in whaleboat during UNITAS X off coast of Ecuador. (2) ASW officer of the destroyer ARC Almirante Tono discusses UNITAS X operations with USS Leahy ASW officer. (3) USS J. K. Taussig is seen going through Panama Canal; smiling Colombian sailor is Federico Imitola. (4) USS Grampus surfaces during UNITAS X. (5) FT1 Robert Selfridge, of USS Leahy, entertains two girls from Cartagena, Colombia, orphanage.



miles from the coast of South America and just north of the equator. Twice a month a ship brings supplies and a few tourists from Ecuador, and takes away the produce the islanders have to sell.

The islands came to worldwide notice only once—after a young naturalist named Charles Darwin landed there in 1835 and made studies of their wildlife which led him to consider the possibility of organic evolution.

So the arrival of four U. S. Navy ships, an Ecuadorian destroyer and a Chilean fleet oiler was an event of note. The men of the six ships far outnumbered the 800 inhabitants of San Cristobal Island.

Task force sailors went ashore and invited boatloads of people to come out to the anchorage and tour *Leahy*, the UNITAS flagship. The people returned the Navy men's hospitality.

The sailors enjoyed the island's seafood, the broad, clean beaches—and the friendly people.

They delivered donations of medical supplies from U. S. industry to an island hospital, held a party for all 300 children of the island, and presented two band performances—the first concerts the people of San Cristobal had ever had.

The penguins, seals, giant turtles, and iguanas of the Galapagos were memorable. But the men of UNITAS will remember the islands for their hospitable

people. And the people will long remember them.

INTER-AMERICAN FRIENDSHIP means more than just military cooperation; it means people liking people. UNITAS is both.

RADM Dare put it this way in a letter to visitors aboard United States ships during UNITAS X exercises:

"It is with a great pride that we observe this anniversary. It has been a decade noted for substantial progress and cooperation between all the navies of the Americas. Our Navy has been proud to participate in the annual UNITAS exercises and looks forward to another decade of continued cooperation.

"During these operations which began in 1960, your navy has worked with ours and the other navies of South America for the perfection of technical and professional capabilities so necessary for protection of our vast coastlines and defense of maritime routes on the high seas.

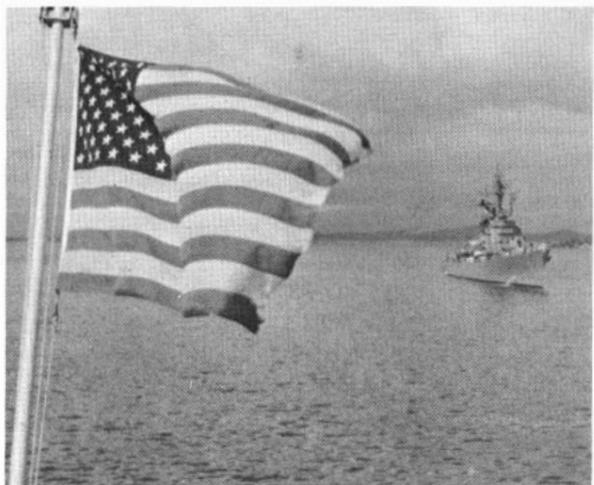
"At the same time the great variety of social activities and goodwill which result from the port visits of UNITAS, offer us the opportunity to make new friends, to renew old acquaintances, and better understand the many bonds of friendship which unite our countries."

In a nutshell, that's what UNITAS is all about.

—JO2 Frank Silvey, USN



Photo above left: Ships maneuver in the Caribbean during UNITAS VII. Above: Venezuelan ships in foreground participating in UNITAS VI maneuver into position. USS Norfolk (DL 1) follows U. S. ship into harbor during UNITAS VIII exercises, at left. Below: U. S. and Ecuadorian sailors get acquainted.



An Inside Look at

THE NAVAL WAR COLLEGE

NAVY FLEET ADMIRAL Chester W. Nimitz once said that none of the naval battles fought against the Japanese in World War II were unforeseen because they had all been fought in theory with war games at the Naval War College at Newport.

He spoke from experience, for he was both the commander in chief of the U. S. Pacific naval forces during that war and was also one of the more distinguished graduates of the college.

The Naval War College from which Admiral Nimitz graduated is, perhaps, the oldest institution of its kind in the world, and is still going strong. Established in 1884, with eight officers in its first class, the college began operations in an old house on Coasters Harbor Island in Newport, R. I.

Today, more than 350 senior officers, with representation from all services besides the Navy, attend a 10-month resident course doing graduate level work in several academic areas.

Navy captains and colonels of other services attend the School of Naval Warfare, doing work that will better qualify them to make high-level decisions. Lieutenant commanders and majors attend the School of Naval Command and Staff, tailored to help them perform as staff officers.

Senior naval officers from 30 foreign countries also attend a special Naval Command Course.

Until the end of World War II, courses at the college were oriented primarily toward naval strategy, tactics and doctrine. Now, such nonmilitary subjects as geopolitics, physical sciences, economics, management and industrial relations are equally stressed.

WHILE THE WAR COLLEGE is a military school, there are no by-the-numbers teaching methods used. Students are encouraged to foster original thought in any area they are studying; the use of reasoning powers is considered to be an important by-product of the student's year at Newport.

In addition to a heavy load of regular college work, many students also participate in a cooperative program with one of several universities to earn advanced degrees.

The majority of these officers elect to work toward a master of science degree in international affairs from George Washington University, which maintains a center with a small staff at the War College.

War gaming is still an important study method.

The early war games conducted at the turn of the century used small models moved about on a checkerboard-like playing area.

With warfare becoming ever more complicated and ranging over vast areas of the world, this comparatively crude method became obsolete some years ago.



Luce Hall, the main building of the U. S. Naval War College.
Below: A portion of the Mahan Hall Library.



In 1959, the War College installed a multimillion-dollar Naval Electronics Warfare Simulator (NEWS) which allows wartime strategy to be simulated with war games.

Students are assigned to opposing sides and given a description of a realistic military situation. They develop plans, write an operational directive for the plans and then test out their work in a war game.

AN IMPORTANT ELEMENT of any battle is, of course, the exercise of command decision. The NEWS is set up so that spot decisions, such as those that might be required in actual combat, can be introduced into the game.

The games may be played to duplicate tactical situations covering small areas or a strategic action involving an area of several thousand square miles.

The NEWS is considered so effective in testing the validity of operational plans that the Chief of Naval Operations uses the facility each year to evaluate one of the major studies under consideration.

The highlight of the academic year is the five-day Global Strategy Discussions conducted in June.

A cross section of U. S. military and civilian executives, about 30 regular flag and general officers, plus the U. S. student body, attend the discussions.

The purpose of the discussions is to deepen the understanding of the participants with regard to the problems facing the United States in the formulation of policies affecting national objectives.

As time passes and the need for officers with higher education in the Navy increases, the Naval War College is expanding.

The present development plan calls for five new buildings which will be needed to accommodate a student body expected to total 700 by 1980.

In addition to the regular officers of the armed forces, there are also two women officers and a Navy chaplain attending the College. This is the first year that women have studied at the College, and the second that a chaplain has attended.

A small group of career civilians from the State, Commerce and other departments of government are also attending the College, and receive the same type of education as do the military officers.

—PHC William M. Powers.



During the Naval War College "Global Strategy Discussions," CNO ADM Moorer speaks before the 700 participants.

Discussing Army operations in Vietnam, Chief of Staff Gen. Westmoreland speaks to the students of the Naval Command Course.



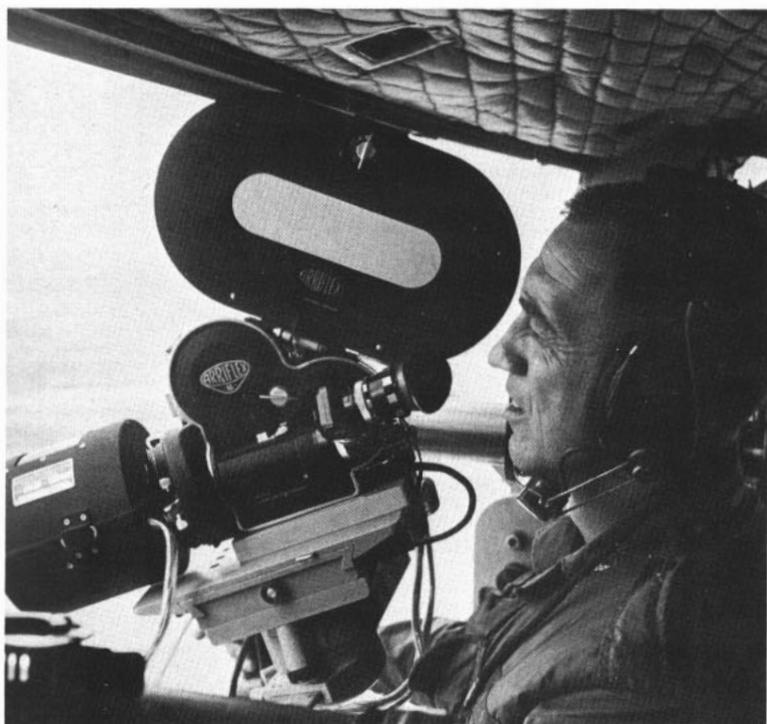
Below: A staff officer at the War College does research in the Mahan Library.

Below left: Navy men hold war games on the Navy Electronic Warfare Simulator.





Film from an RF-8 is rushed to lab for processing.



Chief Richard Smith waits to move over the target area in order to complete mission.

NATTU Photo

IN THE HANDS of a skilled photographer, the camera becomes an instrument of unparalleled value. It is a recorder of history, capturing moments no artist's brush could register. With good photographs the reconnaissance pilot will have flown a successful mission, cause of a flight deck accident can be determined, and the accomplishments of the day may be recorded.

The realization of the camera's importance to the Naval Service came in 1915 when W. L. Richardson took pictures of the various activities connected with the Flight School located in Pensacola.

The pictures proved to be so useful that a school to teach photographers was established in 1918 in Miami. The school later moved to Washington, D.C., then in 1923 moved to Pensacola where it is currently located. Today, the Naval Air Technical Training Unit, under the command of Captain John P. Cullen, turns out some of the best-trained photographers in the world.

Training begins in Photographer's Mate School, Class A. There, Sailors, Marines and Waves, for the most part inexperienced in the field of photography, receive 15.6 weeks of basic instruction, encompassing

aviation fundamentals, basic photography and specialized photography (which includes photojournalism, aerial and motion picture photography). Convening every four weeks, the classes consist of approximately 50 students with an average ratio of one instructor for every six students.

During the first eight weeks, instruction is given in photographic theory, training with various types of cameras and equipment, and indoctrination in laboratory procedures. The photojournalism phase of PH (A) School is a three-week block of instruction that introduces the student to the basic techniques of photojournalism and public information photography.

Aerial and motion picture phases, each eight days long, deal with fundamentals of aerial photographic reconnaissance and mapping, and with the techniques of motion picture photography.

FOR THE NAVYMAN or Marine, already experienced in naval photography, there is Photographer's Mate School, Class B, a 23.4-week course of advanced study. While in PH (B) School, the student learns about still, color, motion picture, public information, and aerial



Above: "A" School students use the Naval Schools of Photography building for a subject. Below: "Lights, camera, action," and a story unfolds.



Photo above: Experienced students in Photographer's Mate "B" School are instructed in color processing. Photo below: Small camera parts are repaired in Camera Repair "C" School.



Aerial reconnaissance photos provide vital data.

School

photography. With only about 10 students in each class, much individual attention is provided the students in each of the phases of study.

Closely related to the aerial phase of PH (B) School is the 2.6-week Photographic Reconnaissance Officers Course. Selected Naval Aviators and Naval Flight Officers are trained to take aerial reconnaissance photographs, vital to military intelligence. The students are instructed with the use of mockups that involve actual planning, plotting, and flying of photo missions.

Also in connection with PH (B) School, NATTU offers a four-week block of instruction in Applied Sensitometry and Laboratory Techniques. The course, open to officer and enlisted personnel, teaches quality control of photographic processing and printing.

NATTU also has three Class "C" Schools or Courses, which unlike the fundamentals taught in PH (A) School and the advanced techniques taught in PH (B) School, are highly specialized courses.

Motion Picture "C" School, an 11.6 week course, trains personnel from all branches of the service in techniques of operating motion picture equipment.

Through expert instructors, the student gains practical experience as director, cameraman, sound technician, electrician and actor, while photographing all types of motion picture coverage, both sound and silent. Combat cameramen, so vital to the Navy's mission in the Atlantic and Pacific, receive their training in the Motion Picture "C" School.

The two Camera Repair "C" Schools are: A 14-week Mechanical Equipment Repair Course (PHER) and a 12-week Photographic Electronics Systems Course (PHES). In mechanical equipment repair, the student is taught to repair shutters, aerial cameras, motion picture cameras, still picture cameras, and basic laboratory and specialized aerial processing equipment. In PHES Course the student is instructed in basic electronics, circuit theory, and vacuum tubes.

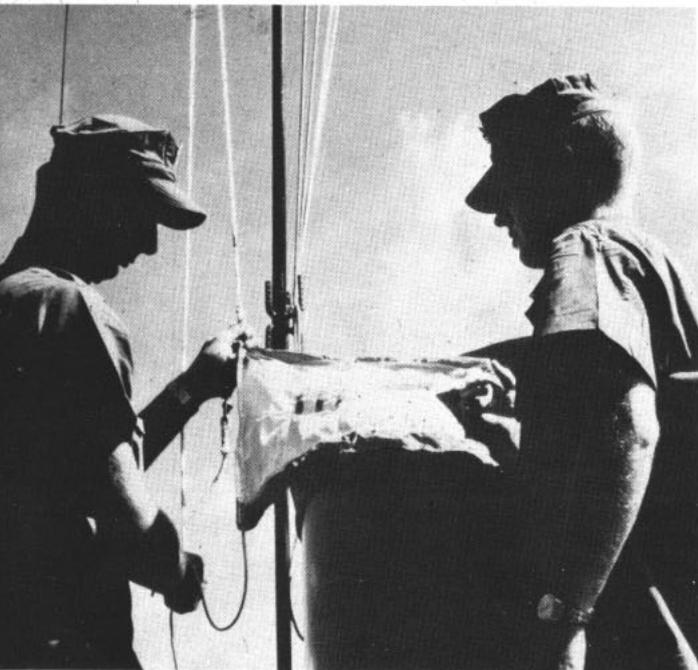
The courses at the naval schools of photography are indeed difficult. However, with the many skilled instructors and the finest training aids and equipment, NATTU turns out highly trained photographers fully capable of meeting the heavy demands awaiting them in the Fleet.

—JO3 E. M. Aaron, USN.

"The Mobile Riverine Force saved the Delta . . ."



RVN Takes Over



U. S. crewmen remove their flag from a riverine craft during the ceremony in which the craft was turned over to the Republic of Vietnam.

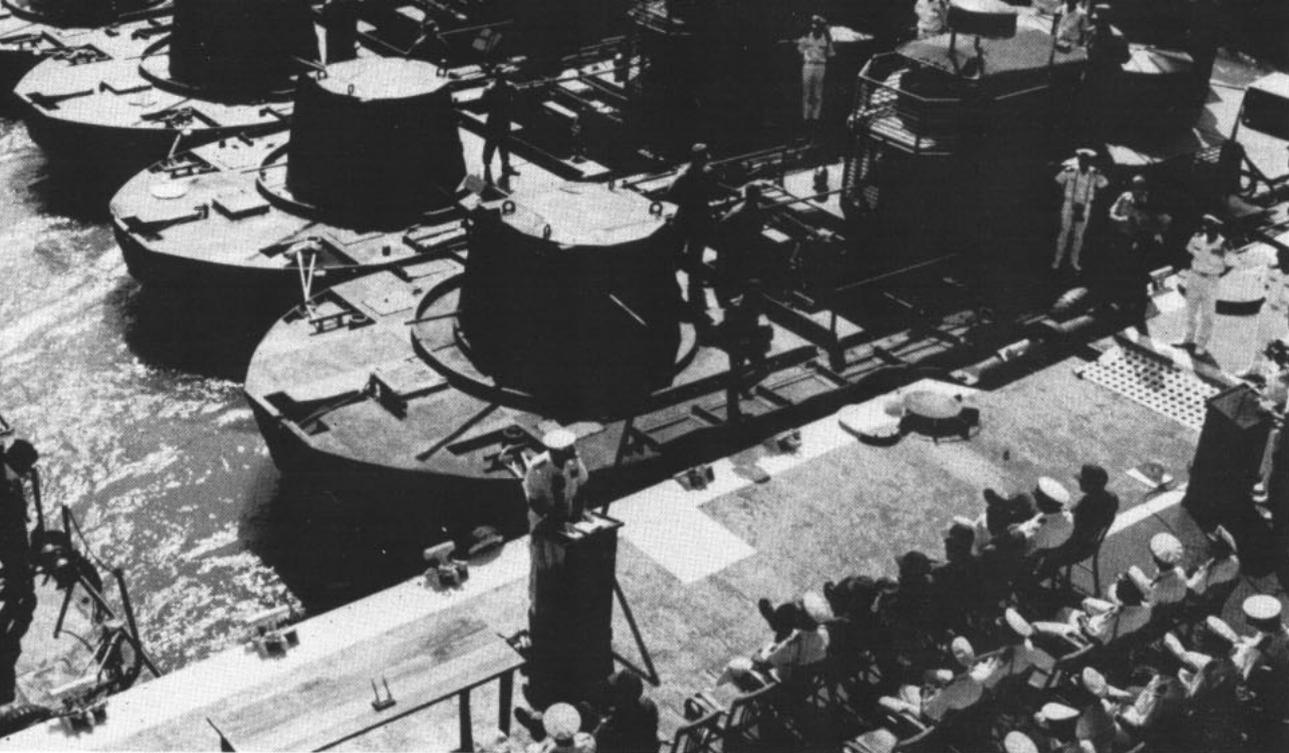
THE 11 HUGE, DARK GREEN mother ships and their brood of 180 river assault gunboats which churned the rivers and canals of the Mekong Delta became familiar sights to the area's inhabitants. They were the ships of the Army-Navy Mobile Riverine Force.

Now, only one of the ships remains—the barracks ship *uss Benewah* (APB 35) which served as the MRF flagship. Nestled nearby are a number of small craft representing the Navy's Riverine Strike Force while numerous others, since turned over to the Republic of Vietnam Navy, are scattered throughout the III and IV Corps Tactical Zones.

The MRF, as many U.S. soldiers and sailors remember it, no longer exists. It has been disbanded.

The staff of the MRF, part of 1200 Navymen included in the President's decision to redeploy 25,000 troops from the Republic, flew to the United States late in August. The First and Second Brigades of the 9th Infantry Division were also airlifted to the States and to other duty stations.

The RVN takeover of MRF hardware began in



U. S. gunboats are turned over to the Vietnamese Navy during ceremonies aboard MRF flagship USS Benewah.

MRF

earnest in February when the first group of 25 assault craft was turned over to the Vietnamese Navy. This was followed in June by an additional turnover of 64 gunboats.

It was in 1967 when the ships and boats began carrying U.S. 9th Infantry Division and Republic of Vietnam soldiers to and from battles to engage enemy units and wrench them from their stronghold in the Delta.

During its 30 months in the Republic of Vietnam, the MRF set impressive records. In the aftermath of the 1968 Tet offensive, General Westmoreland, then CinC, Allied Forces, Vietnam, credited the MRF with having "saved the Delta." This year the joint force received the Presidential Unit Citation and the Navy Unit Commendation for its heroism and remarkable achievement during that campaign.

On typical operations, the Army troops were carried into combat aboard 56-foot armored troop carriers (ATCs), the mainstay of the force. Each could land a fully equipped platoon of infantrymen almost any-



Top right: Vietnamese crewmen man a River Assault Boat and an Armored Troop Carrier en route to Nha Be. Below, right: U. S. men salute as the Republic of Vietnam flag is raised on their riverine craft.

STEPS TOWARD VIETNAMIZATION

Barracks Ships Are Back

Painted olive drab instead of the traditional battleship gray, two ships stood out among the numerous Seventh Fleet ships in port at the U. S. Naval Base, Subic Bay, Republic of the Philippines.

The self-propelled barracks ships *uss Nueces* (APB 40) and *Mercer* (APB 39) had completed the first leg of their journey back to the United States for decommissioning.

These two ships, which supported the Army-Navy Mobile Riverine Force in the Mekong Delta, were named among the ships to be decommissioned in connection with the recent budget cut of the Defense Department.

The Mobile Riverine Force was one of the units included in the announcement that 25,000 troops would be redeployed from Vietnam by the end of August.



Five mother ships and their broods of gunboats anchor in the My Tho River waiting for nightfall.

Modernizing the RVN Navy

Since 1 Jan 1968 (through 31 Jul 1969) the following ships, boats and craft have been turned over to the Vietnamese Navy as part of the U. S. effort to improve and modernize the RVN sea service:

- 1 LST
- 3 82-foot Coast Guard cutters
- 109 River Assault Craft
- 33 Fast Patrol Craft (*Swifts*)
- 80 River Patrol Boats
- 4 100-foot utility boats
- 1 floating workshop barge

These figures constitute about 26 per cent of the planned modernization program for the Vietnamese Navy.



Republic of Vietnam Navymen move out after taking over the river assault craft from the U. S. Navy.

where in the Delta and assist accompanying monitors and assault patrol boats (APBs) in providing gunfire support for the ground troops.

The large ships were divided into two groups, which gave the gunboats and their infantrymen extended staying power in areas where continuing operations would have been otherwise impossible.

The mobile riverine bases not only carried supplies and ammunition for their small craft, but provided air-conditioned berthing and messing, as well as laundry and health services for the soldier and sailor.

In addition to carrying their own weapons, these support craft were equipped with helicopter landing pads which permitted command and control, medevac and gunship helos to land, refuel and rearm when necessary.

When the MRF first moved into the Delta, Army and Navy commanders studied the riverine operations of the American Civil War. In the future, if riverine forces are again needed, perhaps the history of the Mobile Riverine Force operations in the Mekong Delta will provide the textbook for a new generation of military leaders.

U. S. and Vietnamese crewmen stand in formation during the ceremony in which riverine craft were turned over to the Republic of Vietnam.



EIGHTY U. S. NAVY river patrol boats (PBRs) were transferred to the Republic of Vietnam Navy last October. It was the largest single turnover of naval material thus far, bringing to 242 the number of U. S. Navy craft transferred since June 1968, approximating 40 per cent of the original force of some 550 U. S. Navy craft in-country.

The 80 PBRs were equally divided into four River Patrol Groups (RPGs) which are part of Task Force 212. This task force, commissioned at the time of the turnover, is the Vietnamese Navy equivalent to the USN River Patrol Force (CTF 116) which has the mission of conducting patrols, visits, searches and inshore surveillance on the rivers and waterways of the Delta and in other waterways of the Republic of Vietnam designated by COMNAVFORV.

The PBRs are operating in generally the same areas, using the same tactics, formerly assigned to U. S. Navy craft.

Most of the Vietnamese Navy sailors manning the PBRs received a 12-week course of instruction at the U. S. Navy Small Boat School in Saigon. There they were taught elements of gunnery, engines, first aid, marlinespike seamanship, map and chart reading, tac-

tics and boat-oriented items. They also received a short course in basic conversational English.

After this basic training, each Vietnamese sailor reported aboard a PBR in the field as a relief for a U. S. Navyman and subsequently received more training under actual combat conditions.

By next summer, many of the remaining craft in-country will have been transferred to the Vietnamese Navy under the program called Accelerated Turnover to the Vietnamese (ACTOV). Each turnover results in the release of U. S. Navyman for other assignments in Vietnam and in some instances early rotation, especially for personnel nearing completion of their tours.

Since June 1968, the U. S. Navy has turned over to the Vietnamese Navy the following classes of boats, craft and ships: armored troop carriers (ATC), assault support patrol boats (ASPB), monitors (MON), command and communications boats (CCB), river patrol boats (PBR), *Swift* boats (PCF), minesweepers (MSM), fuel carriers (REF), Coast Guard patrol boats (WPB), mechanized landing craft (LCM-8), tugboats (YTL), tank landing ship (LST), utility landing craft (LCU) and oilers (YOG).

The Navy has plans to turn over additional craft.

Concrete Junk? Why Not?

The idea of making boats out of concrete isn't as farfetched as you might imagine. In fact, the idea is said to go back some time to the mid-19th century in Europe and ever since has grown in popularity around the world.

The idea has even reached Vietnam where the Republic's Navy recently introduced its 1970 model—a 60-foot patrol craft in the form of a *Yabuta* junk.

It took only three months to construct the new junk, stronger in comparison to the standard Sau wood type junk, and cost only one-third as much—\$17,000 as opposed to about \$51,000. What is more, the builders claim their concrete craft is designed for easier handling, will produce less engine vibration and, if damaged, will be less of a problem to repair.

Furthermore, its life expectancy is greater than junks made of Sau wood which is subject to warping, rotting and insect deterioration, elements that do not affect the concrete craft, they say.

Construction was relatively simple.

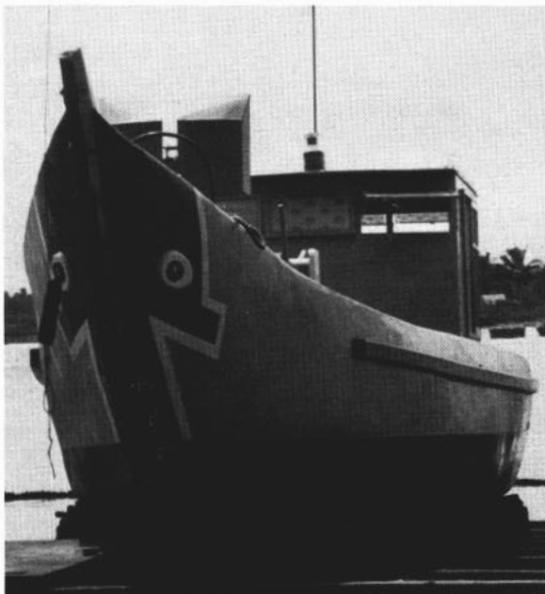
Vietnamese shipfitters first poured a mixture of portland cement,

pozzolan (a substance of siliceous (quartz) and aluminum particles), sand, and water through a mesh of interwoven chicken-wire anchored to a water-pipe framework. The cement was then smoothed over the inside and outside of the hull and damp cured for three weeks. Afterward, the hull was finished with two coats of epoxy resin, the

interior was outfitted, and the entire craft painted complete with facial feature in preparation for its launching ceremony.

Now, in addition to the junk, a ferro-cement *Swift* boat (PCF) is being constructed in the Saigon shipyard, but there appears to be no truth in the rumor that plans for a submarine. . . .

SEEING IS BELIEVING
—Concrete junks being built by the Republic of Vietnam's navy are cheaper and stronger than the standard Sau wood type.



Newport The

THE IMAGE of the LST has remained much the same over the years. That is until *uss Newport* (LST 1179) slid down the ways.

Product of a revolutionary idea in tank landing ships, she looks anything but an *LST*. She's longer by nearly 200 feet, wider by about 10 feet, and displaces 500 more square feet than any of her predecessors. However, the most conspicuous innovations are her clipper bow and unique 112-foot, over-the-bow ramp.

The elongated bow enables her to slice through seas at about 20 knots, or speeds relative to those of troop transports and task force command ships. Earlier "Ts" were restricted to little more than eight to 14 knots speed, (depending on type of LST) mainly because of their blunt bows.

The newly designed ramp, constructed of 35 tons of aluminum, replaces the gate-type bow doors familiar to LST sailors since the North Africa landings in 1942.

It was then that the Landing Ship, Tank, actually came into being, brought about by a wartime logistics problem: French harbors were in the hands of the



UPHILL CLIMB—Truck tests traction of bow ramp of new LST. Below: Tank landing ship *USS Newport* (LST 1179) lies at anchor off coast of Virginia. Rt: Landing craft emerges from stern during evaluation tests on underway launching.



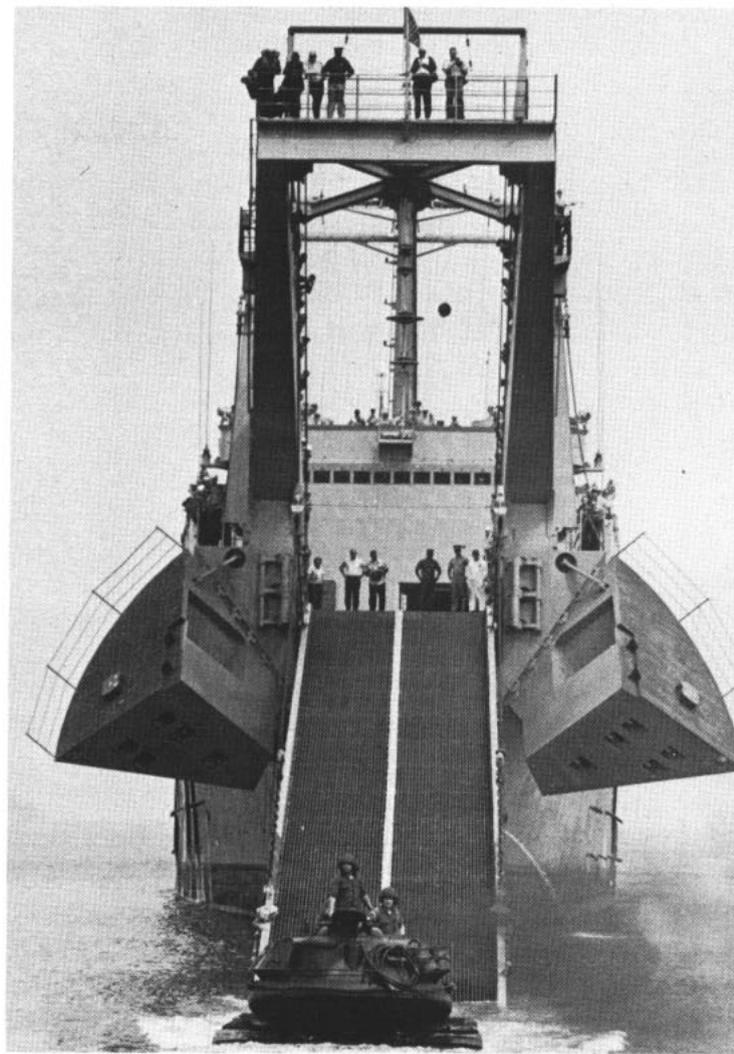
Sports New Look

Axis. Therefore, a ship was needed to land tanks, vehicles and troops on coastal beaches, not just in France, but wherever the Germans happened to have control.

CREDIT FOR solving the problem initially goes to the British. They came up with the idea of converting shallow draft shoal tankers, of the type then in use on Lake Maracaibo, Venezuela, into the tank delivery business. These "Maracaibos" (six altogether) ranged in length from 365 to 385 feet with beams of about 60 feet. They could carry either 22 25-ton tanks or 40 five-ton vehicles, trucks and the like, and still draw a reasonably shallow draft.

Baptism of the LST into combat came in November 1942 when HMS *Miosa* and *Tasajera* (Britain named her first LSTs) worked their way ashore during the Arzeu landings in Algeria. Their performance was recorded as "highly satisfactory," thus leading the way for almost 1000 U. S.-built LSTs that saw service during World War II.

During and after the war, LSTs performed vari-



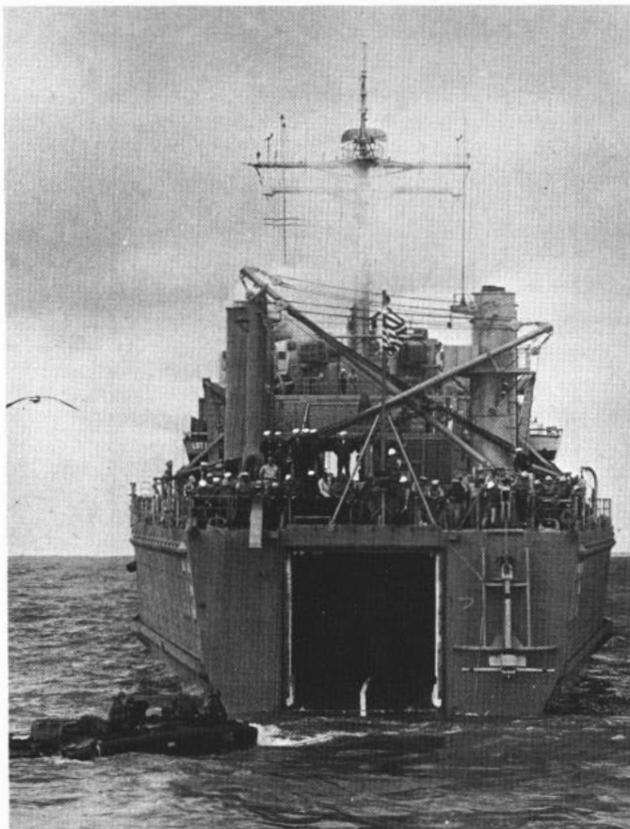
OVER THE BOW—Tank leaves the bow ramp of USS Newport during amphibious operations. Newport waits with lowered bow ramp as a tank leaves the beach and heads for home.





TEST RUN—USS Newport prepares to make marriage with a causeway assisted by members of Beachmaster Unit Two.

STERN LOOK—An amphibious landing craft prepares to enter well deck of the new style LST.



ously, some as casualty evacuation ships (LST(H)s), some as repair ships or motor torpedo boat tenders, others as service and storage craft, and many other peacetime functions.

When a ship-to-shore invasion was called for to halt communist aggression in Korea, once again the LST led the way as a frontline combat ship, landing troops and equipment at Inchon, Wonsan and other Korean waterways.

A DECADE LATER, the U. S. became involved in the Vietnam hostilities and the LST assumed a role as mothership to rivercraft and gunship helicopters, operating as part of the joint Army-Navy Riverine Force. It has played and is playing a major role in supplying Marine and Army personnel because of the lack or inadequacy of Vietnamese ports. The LST has been the only ship capable of entering many of the ports, because of shallow draft and beaching capability, to deliver much needed ammunition and other logistical items.

As of this writing, *Newport* was operating out of her home port at Little Creek. This past summer, her crew of 10 officers and 160 enlisted men moved from Philadelphia where they helped to complete her construction in the Naval Shipyard in time to haul up her commissioning pennant on 7 June.

It was the first such ceremony scheduled for 20 new-image LSTs planned for delivery to the Fleet's amphibious forces within the next few years.

By and For Warrant Officers

"In your article on warrant officer pay in the September 1969 issue, ALL HANDS said:

"Based on the 1 Jul 1969 pay scale, an individual can expect to receive approximately \$38,000 more income from the time of his appointment as a WO1 until retirement as a CWO4 with 30 years of service, than he would if he were to remain in the enlisted ranks and advance to E-9 in due course."

"I haven't been able to determine your criteria for this statement. Using my own career as an example, I've figured that the difference in pay between WOs and senior enlisted men is closer to \$13,000 — and the gap closes to a mere \$1200 when lost pro pay is figured in.

"It is obvious that the ALL HANDS figure of \$38,000 is a bit inflated and misleading, at least in my case. Furthermore, the figures readily explain why there is a reluctance for senior personnel to enter the WO program."

So writes a Chief Warrant Officer (W-2) concerning the ALL HANDS recent roundup on WOs. Here's our reply, authenticated by our BuPers expert.

YOUR FIGURES aren't far off, considering the limited premises you used. But we believe ours gave a better picture of the benefits a chief can expect when he goes warrant.

ALL HANDS' example was based on the careers of two hypothetical E-7s, each with 10 years' service. One remains in the enlisted ranks, advancing to SCPO at 17 years and MCPO at 20. The other goes warrant at 10 and makes CWO2 at 12, CWO3 at 16 and CWO4 at 20. Both men complete 30 years of service, drawing normal pays and allowances, each has a wife and two children.

According to our source in the Policy Division of BuPers, these rates of advancement are close to the average for each career path.

However, your example made enlisted advancement faster, and warrant promotion slower, than the average. (The CWO's letter included a year-by-year computation of pay earned by an enlisted man and a warrant officer, which we won't print for space reasons. Our references to his example are taken from this table.)

You started with two E-7s — but the second man didn't enter the WO program until the 13-year mark, and then advanced to CWO2 at 15 years, CWO3 at 20 and CWO4 at 24. The chief who remained in the enlisted path, on the other hand, advanced rather quickly: to SCPO at the 15-year point and to MCPO a short two years later.

The difference between the advancement rates in the two examples — along with our WO's three-year head start on yours — caused some of the disparity between our career totals.

Additionally, your example left out a couple of

important items — allowances and tax advantages. You figured only basic pay. We included subsistence and quarters allowances, and the tax advantages that come to a Navyman because these allowances are nontaxable.

Unless rations in kind are not available at all, an enlisted man's Basic Allowance for Subsistence is less than an officer's; and the Basic Allowance for Quarters for the two top warrant grades is higher than the BAQ for any enlisted man.

And, since an officer receives more in these allowances, he receives an added bonus in higher tax advantages. It all adds up. To \$38,638 more pay in a 30-year career, to be exact.

We didn't include pro pay because it applies to relatively few Navyman, and we were trying to depict the average situation. The man in your example, who is eligible for \$75 pro pay a month, would certainly consider his career decision carefully.

If there's a moral to be drawn from the difference between your figures and ours, it is that a Navyman should decide on his career early — and then work hard at it. The warrant officer in our example started earlier and advanced faster than the one in yours, and therefore he made more money.

Lest we forget the real point of choosing a career path, note the attitude of the following writer.

"I read your article on warrant officer pay with great interest. I was very pleased with it except where you called the situation of the E-9 over 14 who goes warrant a 'total disaster.' I disagree.

"I went warrant about 14 months ago with more than 20 years in — and I still don't regret it, even though I've lost \$105 sub pay, \$42 difference between CWO2 and MCPO pay, and about \$30 mess bill a month — about \$2100 a year.

"Of course, some people only stay in the Navy for early retirement and because they aren't able to make it on the outside.

"I happen to love it.

"My only problem is the fact that I'm really going to miss it when I retire.

"Since making warrant I've had two really good billets: MPA of uss San Pablo (AGS 30) and engineering officer of uss Cohoes (ANL 78). Both billets were "cut-and-dried;" no E-8 or E-9 can say this.

"My rotation is three years at sea for two ashore. As an MMCM I would have six years at sea for two ashore — another reason for my going warrant.

"I've received other benefits: the prestige of being a naval officer, and the experience of working in other fields (such as JOOD) on the ship.

"All this adds up to almost a new career. I'm a very satisfied warrant."

There's not much that can be added, or is needed, to the comments of the Chief Warrant Officer.



Family services center personnel are shown on these two pages giving advice, counsel and general help to new arrivals in their respective Navy communities.

Family

A LITTLE MORE THAN THREE years ago, the Bureau of Naval Personnel opened 15 Family Services Centers at various locations to serve the Fleet.

So successful were they in providing information and aid related to relocating Navy families that the Bureau has since expanded the program. Today, 50 FSCs have been established on bases in the United States and overseas. Others are being planned.

Family Service Centers here and abroad are fashioned after a standard format. They provide essentially the same general services, furnishing any number of solutions to problems or answers to questions regarding nearly any subject.

Therefore, the Family Services Center would be the most logical place to visit after receiving notice of your next assignment.

At NAS Corpus Christi, Tex., for example, in a one-month period, more than 160 Navymen enroute to new duty visited the Center there to obtain information on other activities.

Like all Navy-operated FSCs, Corpus Christi's maintains a library of Welcome Aboard kits which describe more than 250 Navy and Marine Corps stations and bases located worldwide. Some Centers have similar information on Army and Air Force activities. Each activity kit contains brochures, maps and other information about the command and its surroundings. This usually includes information on housing, commissary and exchange service, schools, recreation facilities and civic activities (for a more



Services Center

complete account of what may be included in a Welcome Aboard kit, see page 31, this issue).

THE DATA on housing usually consists of how to obtain information on base housing in advance of your arrival at a new duty station, or how to be placed on a waiting list. Temporary lodgings and guest-houses, motels and hotels with special rates, and mobile home parks are among other housing referrals contained in the kit.

Many of the Family Services Centers have a check-out system similar to that of a library. That is, you can check out a command Welcome Aboard kit, take it home and take your time to read the material thoroughly.

Meanwhile, you may send a request for a personal Welcome Aboard kit from your new command, either by letter, postcard or through use of a government-prepared and postage free paid request card available at any Family Services Center or, where no FSC exists, at your personnel office. Ask for an Activity Information Card (NavPers 1740/2 (Rev. 5-69)). Activities may obtain them through official supply channels, citing Stock Number 0106-095-4021.

It is better to submit a request directly to your new commanding officer for a Welcome Aboard kit. Don't assume that one will be forwarded to you automatically, except when you have been ordered overseas. In such cases, welcome aboard information is generally furnished at the same time you receive your entry

authorization into the overseas area.

In any event, requests for activity kits should not be submitted to the Bureau of Naval Personnel since the Bureau serves only as a clearing house and point for central coordination and does not maintain welcome aboard kits on the grand scale.

DEPENDENTS of Navymen assigned unaccompanied tours overseas will find FSC housing referral service especially helpful. Each Center maintains an up-to-date list of military public housing located in the United States that may be occupied by the man's family during his absence. The list is contained in NavFac Notice 11101.

To provide you with information on where you are going and, perhaps, how best to get there touches only the surface of the FSC service. The in-depth service stems from personal visits to the Centers.

Here, again, NAS Corpus Christi is singled out as an example. More than 300 persons visited the center during one month to receive either brochures or information on local activities. Among this number were 103 individuals who received hospitality kits to aid them in getting settled into their new surroundings.

These kits usually consist of bedding — sometimes beds and cots are available — linens, kitchen equipment, dining items, ironing equipment and baby furniture. They are provided to you on a loan basis, saving considerable wear and tear on your bank balance, particularly if your express shipment is late in arriving.



FSC personnel have correct answers to a variety of questions about your new home. Below right, dependents get ID cards.

New arrival gets directions from FSC officer.



Family services assistant discusses available services with new arrival.



Hospitality items are selected for new arrivals, above.

Many Centers have a policy whereby hospitality kit items may be checked out if available in the event you should have a limited need for additional kitchenware, linens or bedding, or a baby crib to get you through a family reunion, for instance.

NEW ARRIVALS at the Great Lakes complex are in for a pleasant treat. At the time they are greeted in their new home by a hostess from the area's Family Services Center, they are given a Welcome Wagon basket containing introductory gifts from merchants in the North Chicago and Waukegan, Ill., area.

Some FSCs are operated by regular salaried staffs. However, many Centers are staffed by and owe their success to volunteer Navy and Marine Corps wives. Where commands seek volunteer help, Navy wives



Nicknamed "survival kit", these items supplied by FSC will help the new arrivals start housekeeping.

Below, hospitality kit headquarters. Below right, well-stocked shelves provide wide variety of items for hospitality kits.



An efficient Family Services Center is a big help to incoming Navymen and their dependents.



and dependents are encouraged to participate. Who knows better the problems of a Navy wife than a Navy wife who knows how to solve them?

The Family Services Centers are not meant for use only by newcomers. In fact, once you have become acquainted with the FSC serving your specific command, you'll no doubt use its reference guides several times during your tour ashore.

One of the major objectives of the Family Services program is to provide current information to dependents. Periodically, the Centers conduct orientation courses for wives. These lectures help explain the rights and benefits of which Navy dependents should be aware.

Topics may include survivors' benefits, emergency aid, educational opportunities. A medical officer, for

example, might speak on CHAMPUS, a medical assistance program provided to dependents. Or, a chaplain might discuss various children's activities in the area. On the other hand, a legal officer's talk on preparing legal documents, such as wills, may be another example of the type information that is made available to the Navy wife through orientation courses.

IN THE THREE YEARS that the Centers have been operating, they have proven to be reliable sources for obtaining information and extra services. The extra services available at any given Center, however, depend primarily on the enthusiasm and support between the local command and the Navy family. Cooperation on the part of both leads to success, and a more pleasing Navy life. —JOC Mark Whetstone

Family Services Center Directory

Here's a directory of installations which have established Family Services Centers, complete with telephone and building numbers, and hours of operations. Note that the letters AC indicate Area Code, and AV stands for Autovon.

NAS Alameda, Calif. 94501
AC 415-869-2065/AV 686-2065
Bldg 137/0800-1630 Mon-Fri.

NAS Albany, Ga. 31703
AC 912-432-4583/AV 860-4583 or 860-4581
Bldg 7001/0800-1630 Mon-Fri.

NTC Bainbridge, Md. 21905
AC 301-378-2121 Ext 400/AV 578-3450
Bldg 710/0800-1630 Mon-Fri. Eves. by appt.

NAS Barber's Point (Hawaii), FPO San Francisco, Calif. 96611
AC 808-66166
Bldg 1/0730-1600 Mon-Fri.

NavSta, 495 Summer St., Boston, Mass. 02210
AC 617-L12-5100 Ext 289/AV 7451-289
Fargo Bldg/0800-1630 Mon-Fri.

NavSta, 136 Flushing Ave., Brooklyn, N. Y. 11251
AC 212-625-4500 Ext 537/AV 552-1104
Station Bldg/0800-1630 Mon-Fri.

NAS Brunswick, Maine 04011
AC 207-921-2231/AV 476-2231
Bldg 585/0800-1200 and 1300-1630 Mon-Fri.

NAS Cecil Field, Fla. 32215
AC 904-771-3211 Ext 8155 and 340/AV 434-1730
Bldg 24/0730-1600 Mon-Fri.

NavSta (NavBase) Charleston, S. C. 29408
AC 803-743-5425/AV 466-5425
Bldg 180/0800-1630 Mon-Fri.

NAS Chase Field, Beeville, Tex. 78102
AC 713-FL8-1120 Ext 251/AV 733-1750
Bldg 1037/0800-1630 Mon-Fri.

NavWeapSta Concord, Calif. 94520
AC 415-671-2753 Ext 2297/AV 730-1550
Ext 2297
Bldg E-98/0800-1645 Mon-Fri.

NAS Corpus Christi, Tex. 78419
AC 512—WE7-2811 Ext 2134 and 2135/AV 861-2134
Bldg 142/0730-1600 Mon-Fri.

NAS Cubi Point (R. P.), FPO San Francisco, Calif. 96654
55-3961 Ext 3713
Rec Bldg/0800-1700 Mon-Fri and 0800-1300 Sat.

NavConstBattCtr Davisville, R. I. 02854
AC 401-294-3311 Ext 646 and 565/AV 881-3370
Bldg 108/0730-1600 Mon-Fri.

NAS Glynco, Ga. 31520
AC 912-265-6610 Ext 670 and 661/AV 434-3721
Bldg 14/0800-1630 Mon-Fri.

AdminCom, NTC Great Lakes, Ill. 60088
AC 312-688-2181 and 3327/AV 551-1500
Bldg 43/0745-1615 Mon-Fri.

NavConstBattCtr Code 350, Gulfport, Miss. 39501
AC 601-864-6220 Ext 481 and 482/AV 899-1630
Bldg 54/0700-1530 Mon-Fri.

NAS Jacksonville, Fla. 32212
AC 904-772-2845/AV 942-2845
Bldg 955/0800-1630 Mon-Fri.

NavSta Key West, Fla. 33040
AC 305-296-3511 Ext 207 and 530/AV 899-3400
Bldg 135/0800-1630 Mon-Fri.

NAS Lakehurst, N. J. 08733
AC 201-323-2570 Ext 2570 and 2680/AV 624-2570
Bldg 4/0800-1700 Mon-Fri and 0900-1200 Sat.

NAS Lemoore, Calif. 93245
AC 209-998-3039 and 3225/AV 949-3039 and 3225
Bldg 944/0800-1630 Mon-Fri.

NavPhibBase Little Creek, Norfolk, Va. 23521
AC 703-464-1091 Ext 7537 or 464-7459/AV 236-464-7459
Bldg 3151/24 hrs 7 days a week

NavSta Long Beach, Calif. 90801
AC 213-547-6805/AV 360-6805
Bldg 44/0730-1600 Mon-Fri.

NAS Los Alamitos, Calif. 90721
AC 213-431-1331 Ext 481/AV 898-3470
Bldg 3/0800-1630 Wed-Sun.

NavSta Mayport, Fla. 32228
AC 904-246-5344 and 246-5570/AV 677-5344
Bldg 210/0800-1530 Mon-Fri.

NAS Memphis, Millington, Tenn. 38054
AC 901-872-1711 Ext 467 and 468/AV
882-1480
Bldg North 24/0800-1630 Mon-Fri.

NAS Miramar, Calif. 92145
AC 714-271-3614/AV 959-3614
Bldg 254/0730-1600 Mon-Fri.

NAS Moffett Field, Calif. 94035
AC 415-966-5334/AV 838-5334
Bldg 25/0800-1630 Mon-Fri.

U. S. NavSupAct (Naples), FPO New York,
N. Y. 09521
302047 Ext. 553
Agnano Admin Bldg Rm. G-22/0800-1630
Mon-Fri.

NavSubBase, New London, Box 38 Groton,
Conn. 06340
AC 203-449-3874/AV 746-3874
Bldg 137/0800-1630 Mon-Fri.

NavSta (NavBase) Newport, R. I. 02840
AC 401-841-4285/AV 948-4285
Bldg 85/0800-1630 Mon-Fri.

NavSta, 8903 Hampton Blvd., Norfolk, Va.
23505
AC 703-444-3182 Ext 2479/AV 244-2479
Bldg CEP-26/0745-1615 Mon-Fri.

NAS North Island, San Diego, Calif. 92135
AC 714-437-6693 Ext 5940/AV 951-5940
Bldg 650/0800-1630 Mon-Fri.

NAS Oceana, Virginia Beach, Va. 23460
AC 703-428-2222 Ext 925/AV 555-1650
Bldg 420/0730-1600 Mon-Fri.

NTC Orlando, Fla. 32813
AC 305-841-5611 Ext 2163 and 2203/AV
431-3470
Bldg 2046/0745-1615 Mon-Fri.

NAS Patuxent River, Md. 20670
AC 301-863-3260/AV 961-3260
Bldg 409/0800-1630 Mon-Fri.

NavSta (Pearl Harbor) Box 9, FPO San
Francisco, Calif. 96610
AC 808-432-8240 and 432-6193
Bldg 93/0800-1600 Mon-Fri.

NAS Pensacola, Fla. 32508
AC 904-452-2311/AV 899-3350
Bldg 635/0730-1600 Mon-Fri.

NavSta Philadelphia, Pa. 19112
AC 215-755-4125 and 3095/AV 243-3050
Bldg 500/0800-1600 Mon-Fri.

NAS (Code 660-1) Point Mugu, Calif. 93041
AC 805-982-7898/AV 898-1750 Ext 7898
Bldg 1/0800-1630 Mon-Fri.

NavConstBattCtr Port Hueneme, Calif.
93041
AC 805-982-4451 and 4885/AV 898-3300
Bldg 90/0800-1630 Mon-Fri.

Naval Hospital, Portsmouth, Va. 23708
AC 703-397-6581 Ext 607
Bldg 206/0800-1630 Mon-Fri (telephone
service anytime).

NAS Quonset Point, R. I. 02819
AC 401-267-3647/AV 795-3647
Bldg 523/0800-1630 Mon-Fri.

U. S. NavSta (Rota, Spain), FPO New York,
N. Y. 09540

NavSta, Box 105, San Diego, Calif. 92136
AC 714-235-1358 and 1359/AV 958-1358
Bldg 225/0800-1630 Mon-Fri.

NavSta, Treasure Island, San Francisco,
Calif. 94130
AC 415-765-5130/AV 869-5130
Bldg 217/0745-1615 Mon-Fri.

NavSta Washington, D. C. 20390
AC 202-0X3-2028 and 2029/AV 22-32028
Bldg 150/0800-1630 Mon-Fri.

NAS Whidbey Island, Oak Harbor, Wash.
98277
AC 206-257-4350/AV 368-4350 and 2388
Bldg 10 Main Gate Seaplane Base/0800-
1630 Mon-Fri.

NAS Whiting Field, Milton, Fla. 32570
AC 904-623-3643 Ext 538/AV 899-1850
Bldg 1415/0730-1600 Mon-Fri.

U. S. FltAct Code 520 (Yokosuka, Japan),
FPO Seattle, Wash. 98762
234-7394 thru 7398 or 7688 or 7392
Bldg J-200/0800-1200 and 1300-1630
Mon-Fri.

All correspondence regarding Family Ser-
vices Programs which should be brought to
the attention of BuPers may be addressed to:
Bureau of Naval Personnel (Pers-G2d),
Navy Department, Washington, D. C. 20-
370; phone: AC 202-0X4-2672/AV 22-
42672. The FSC office is located in the
Navy Annex, Room 2811, and is open 0800-
1630 Mon-Fri. Personnel visiting the Wash-
ington, D. C., area are invited to include
the BuPers FSC office in their visit.

How to Check Up on Your Next



Seaman Mary Stillson reviews pamphlet at Family Services Center.

WHEN IT COMES TIME for reassignment, the Navy wife wants to know right away: What will her new home look like? Will one be available on or off station? Are schools nearby? Do the kids need shots? Is the family pet welcome?

Answers for most of these questions can be found in the living conditions pamphlet prepared by the command to which you have been ordered. If time allows, write to your new CO and request one.

Some command pamphlets are elaborate publications. Others are simply mimeographed information sheets or, best of all, personal letters from sponsors. Whatever, the well thought-out pamphlet or letter generally provides plenty of need-to-know and nice-to-know notes on everything from housing availability to baby-sitting service.

FOR A PANORAMIC PICTURE of what living conditions brochures contain, ALL HANDS leafed through many of the welcome aboard folders and booklets on file in the Bureau's Personal Affairs Division. Some describe shore stations; some, sea commands; others, overseas bases.

We learned from the San Diego Naval Station pamphlet, for instance, that all Navy housing in that area reportedly consists of "adequate" public quarters, that occupants are assigned on a first-come, first-served basis, and that they forfeit their basic allowance for quarters as payment for rent.

Many pamphlets have housing application forms attached. But the Postgraduate School in Monterey, Calif., does it differently. Instead of inserting a public quarters application in its welcome-aboard kit, the school has a full-page reproduction of the application printed in its living conditions brochure. Little chance of the form getting lost.

Hundreds of Navy families today are mobile homeowners. Therefore, several brochures include the names of mobile home parks, park addresses and telephone numbers.

Your family may choose to live off base and rent either an apartment or house. If so, you should be familiar with certain tenant rules which apply to most civilian housing. To make this familiarization easier for the newcomer at NAS Oceana, Va., the station provides a DOD brochure titled *The Military Tenant*. It covers such topics as security deposits, signing the lease, the military clause (a legal means through which you may be released from your lease because of an early transfer or discharge from service), responsibilities of the occupant of rented property, and giving notice to the landlord before vacating the premises.

Duty Station

THE MORE YOUR FAMILY knows about your new home and the town or city surrounding it, the easier it will be to adjust to the new location. For this reason, many welcome-aboard packages, such as the one prepared by Naval Station, Long Beach, Calif., contain Chamber of Commerce handouts, visitors' guides and city maps. NAS Point Mugu provides a list of civic, social and fraternal organizations with addresses in the Oxnard vicinity.

To help you during those first hectic days after arrival, several brochures include information about the station nursery or child-care center, motels and other temporary accommodations in the area, and hospitality kits. NAS Memphis, Tenn., for example, advises that hospitality kits consisting of dishes, cooking utensils, irons, ironing boards, cribs and bed linens are loaned for up to 15 days. This time may be extended if your own things have not yet arrived.

Another primary get-acquainted tool used by many commands is the station or ship newspaper. Many feature classified sections which list housing rentals and other notices of particular interest to newcomers.

Maps and visitor information pamphlets are items that Whidbey Island Naval Air Station inserts in its welcome to Washington kit. Among this collection is material on our neighbor to the north, providing road maps of British Columbia, Canadian campgrounds, information concerning hunting and fishing, and border crossing data.

States vary with regard to automobile licensing and registration and rules of the road, so NAS Albany, Ga., includes in its greeting folder a State of Georgia driver's manual to help familiarize you with the Peach State's laws on the highway. Down in the Lone Star State, meanwhile, NAS Corpus Christi includes the station's auto regulations which inform you of certain requirements that must be met by individuals before they can obtain either a temporary or permanent decal, such as the fact that your automobile must carry a Texas inspection sticker if the car is registered in another state that requires safety inspections.

MOST FAMILIES TRAVEL by POV—privately owned vehicle—to their next duty station. But, if you'd rather fly, arrangements can usually be made through the services of a Joint Airlines Ticket Office, similar to the one operated at the Newport, R. I., Naval Base.

No doubt you use a credit card to buy gas and oil for your family car. However, the oil company serving the Navy exchange where you are now stationed may not be the same as that serving the facility where you're going. With this possibility in mind,

NavSta San Diego clips to its living conditions pamphlet a credit card application from the company serving the station. Early receipt of such a card could help considerably if you arrive at your destination a little short of cash.

Another wallet-size convenience card for the newcomer is the call-card prepared by NAAS Chase Field, Beeville, Tex. It lists phone numbers frequently called, such as barracks, BOQ and clubs, Navy exchange, taxis, station theater, Family Services Center, weather forecaster, dispensary and other emergency numbers—ambulance, fire department and station security.

While on the subject of telephone cards, Naval Station Mayport, Fla., prepares one that fits into the front of a telephone book. It lists facilities by numbers corresponding to a numbered map printed on the reverse side. Shown also are building numbers, telephone numbers and hours of operation.

H EADING FOR KEY WEST, Fla.? Then, you'll probably find interest in the guideline prepared by the naval station there on how to ride out a hurricane. Or, if you are in receipt of orders to the Naval Radio Station near East Machias, Maine, information contained in the station's informal letter to newcomers will help you find it (we hope). Which brings to mind: many of the welcome-aboard kits, such as that of NAS North Island at San Diego, contain distance gauges that tell the miles from the station to the outlying communities.

Naval Facility, Cape Hatteras, N. C., has a pamphlet which does more than describe living conditions. It discusses local history, and even comments on the habits of the local gulls. It seems the gulls pick up shellfish from the seashore and crack the shells open to get at the contents by dropping them on the pavement. Then it adds a note of warning. The sharp fragments can be disastrous to tires when driving at higher speeds. So mind the shells if you are driving your car to Cape Hatteras during the "shell season."

Nearly all living conditions pamphlets give information on entertainment, on station and off. The Newport, R. I., Naval Base get-acquainted brochure has a message directed exclusively toward the younger set and titles it *Juvenile Jaunts*. It lists exhibits and attractions in and around Newport of particular interest to young men and women.

And up in Bremerton, Wash., the Puget Sound Naval Shipyard prints a Special Services booklet that gives general information on athletic and recreation facilities available in the area to help guide you

Living Conditions Pamphlets

through your hours of leisure—fishing, hunting, boating, sailing, flying or picnicking.

LIVING CONDITIONS pamphlets prepared by ships relate largely to the ship's home port facilities. There are exceptions, such as in the cases of those ships homeported overseas where no facilities exist for dependents. Under these conditions, dependents are informed as to where they may occupy public quarters and where other facilities are located that may be patronized. Details on application for quarters should be available from the ship concerned.

In addition to a living conditions pamphlet, the aircraft carrier *uss Coral Sea* (CVA 43) publishes a booklet to be used by dependents while the ship is deployed. It basically covers problems that usually occur or have been known to occur during the breadwinner's absence. Included are notes of advice on what to do in the event of an emergency at home, how to reach the ship by personal telegram, whom to see for legal aid and assistance, where to go for medical care, how to contact the Navy Relief Society, what to do in the event of a casualty aboard ship, and who in the various Navy Wives Clubs should be contacted for assistance. The preparation of such booklets has become standard practice by almost all ships deploying.

Orders to an overseas assignment offer far more than opportunities to travel to out-of-the-way spots. They also generate many questions which generally require special answers. However, most of these questions have been asked by your predecessors, and are answered in the living conditions pamphlets issued by the local commands. Such problems as entry authorization for your dependents, immunization requirements, shipment of automobiles and personal effects, and availability of housing are answered.

An overseas brochure prepared by the submarine tender *uss Proteus* (AS 19), homeported in Guam, includes floor plans of housing, showing footage and layout so that you can figure almost to the foot where and if your furniture will fit. This enables you to determine before your arrival what household items you either should or should not bring with you. A note on watt capacity for electric appliances is usually contained in overseas pamphlets, informing you whether or not a U. S. appliance can be used safely.

Orders are usually written four months before the transfer becomes effective, giving you plenty of time to get in touch with the Family Services Center of your new command to request a living conditions pamphlet.

Doing so could possibly ease your family's anxiety and perhaps save time and money. Whichever, the effort is surely worth the price of a postage stamp. Or you can drop in at your Family Services Center or personnel office for a postage and fees paid Request for Activity Information Card (NavPers 1740/2), specially prepared by the Personal Affairs Division for your use.

CHINHAE, KOREA:

Navy

WIVES of Navy and Marine Corps personnel in the Republic of Korea are taking an active part in Korean communities, thus promoting better understanding between the Americans and the Koreans.

The largest contingent of wives is in Chinhae. Chinhae is a seaport in the southern province of the Republic of Korea. The naval base is surrounded by mountains and the harbor is dotted with islands. Chinhae is the headquarters for the Republic of Korea Navy. The ROK Naval and Marine Corps training centers are also located in this city.

The wives teach English to those who want to learn and visit orphanages and homes to see what can be done to improve conditions. They work with the station's medical staff, going into the rural areas to give medical attention to those who seek it and are on welfare

Wives of Navy and Marine Corps personnel visit orphanage to study the conditions.



Wives Lend a Hand Overseas

committees to help the needy.

Navy wife Anna Miller teaches a language class at the ROK Naval Training Center. Other wives teach English at the ROK Naval Academy. Any ROK Navyman who wishes to attend an American Navy training school must first attend such a course.

Navy wife Betty Raynes instructs a small group of ROK naval officers' wives in English. She is also learning simple Korean words at the same time, attending a Korean-speaking class.

Mrs. Raynes finds her experience in teaching the women is very rewarding. "It makes me feel good knowing they enjoy it," she said. "Many of them have invited me to their homes. Good friendships have resulted from it. When I first started teaching, the women would just sit there. Now we carry on conversations. It has promoted

good relations between them and us and they really enjoy it."

The California school system provides reader workbooks through Operation Hand Clasp.

OTHER U. S. wives are helping orphanages. A group of wives will visit an orphanage needing help to see what can be done to improve it. They check the facility thoroughly, eventually learning of many items the orphanage needs, such as new dining-room tables and benches.

The welfare committee distributes clothing donated by Americans through Operation Hand Clasp. One of the projects that the committee took under its wing was a home for the elderly. The home was not self-supporting and the Navy wives were determined to get it back on its feet. Now the aged women residents of the home

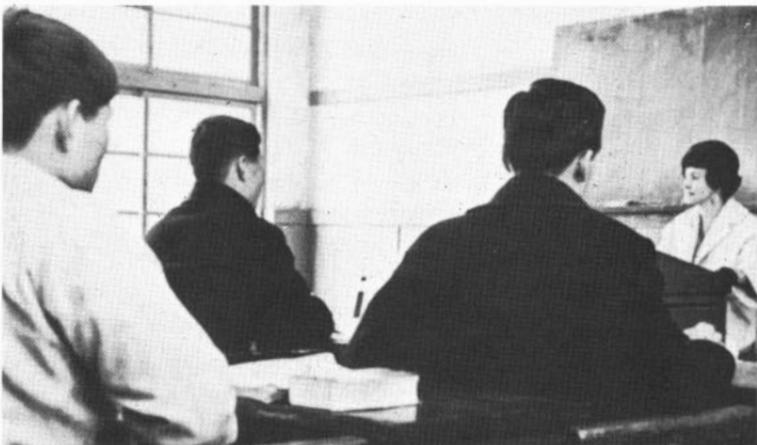
are raising pigs and chickens for sale, making the project more nearly self-supporting.

As one Navy wife put it, "We do not support an orphanage or home, but rather give it a start in the right direction."

Still other wives help the doctors hold sick call in rural areas. Mrs. Joyce Graham, wife of the Senior Naval Advisor to the ROK fleet in Chinhae and officer in charge of the advisory group, goes into the field to assist the Navy medical team whenever possible. Mrs. Graham is a registered nurse. "I really enjoy the trips," she said. "We are giving the residents of rural areas the only medical attention they receive."

All in all, the wives are busy promoting goodwill and understanding between the people of Chinhae and the Americans who are stationed there.

Mrs. Anna Miller teaches the English language to a class of ROK sailors at the Republic of Korea Naval Training Center.



Mrs. Betty Raynes (left) teaches the English language to ROK naval officers' wives.



BY REGULATION, the log of a ship must receive regular entries on the orders under which operating, the character of the duty, state of the sea and weather, courses, positions, speed, bearings, distances of objects, and so on.

If it's New Year's Eve, the OOD with the midwatch, according to a growing naval tradition, may attempt to make the required entries in rhyming verse. This is not easy. As one OOD put it:

*This New Year's midwatch poetry
Comes hard to men who go to sea.*

But the challenge continues to be accepted, and as in past years, ships that took pride in their New Year's Deck Log Verse submitted it to ALL HANDS for informal judging.

Most of the verse, in addition to the required log information, reflects the mood and spirit of the author and his ship: Patriotic, reverent, good will toward everyone everywhere.

Of the logs submitted for publication during the past year, five were judged "best."

Lieutenant G. R. Telfer placed first with his account of *uss Weiss* (LPR 135) underway in the South China Sea, heading for the Philippines.

Second place went to Ensign A. J. Lauinger of *uss Asheville* (PG 84), whose verse reflected the fighting spirit of patrol duty.

uss Cone (DD 866) was high and dry in the yards at Charleston, but Ensign J. D. Metzger looked around and ahead and put it on paper and won third place.

uss Camp (DER 251) was moored in the harbor at Kaohsiung; Lieutenant (jg) T. F. Marfiak greeted the New Year with appropriate entries and wishes of cheer. And won fourth place.

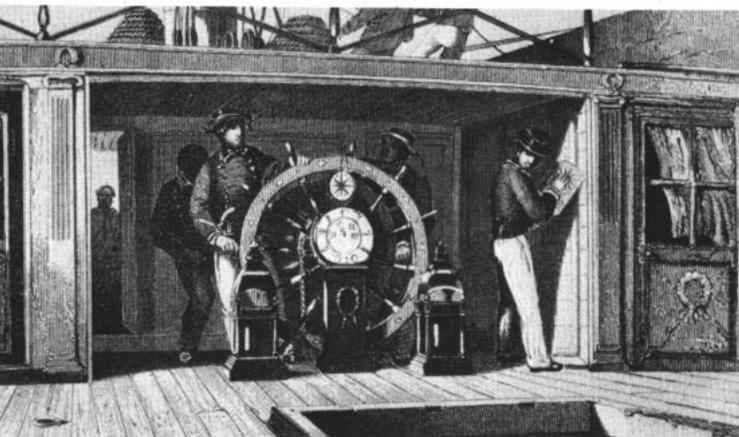
Lieutenant M. J. Breslin of *uss Mars* (AFS 1), who placed fifth, observed that the sea was calm off Vietnam. Unfortunately, there were no stars in sight about which to write, but the clouds were bright and this made it all right.

*And now we're doing it too
So this is adieu
until next time.*

The other three logs published here deserve honorable mention. There were many other fine contributions, but lack of space prohibits their publication.

If your OOD put the latest New Year's deck log in verse, send us a copy. You'll find ALL HANDS address on page 64.

NAVY NEW YEAR'S LOG



USS WEISS (LPR 135)

*Through restless seas we steam with ease
As phosphorescence glows
In eerie swirls midst foamy curls,
And ever sternward flows.*

*A white-gold moon shows fullness soon
Through a veil of clouds
That mask the night from starry light
With rolling, coursing shrouds.*

*In the South China Sea alone are we
En route to Subic Bay,
An upkeep trip to fix the ship
On our forthcoming stay.*

*By OpNav decree this APD
Is today an LPR
(Our task the same will still remain,
No matter what we are.)*

Eastward now we point the bow,
The Philippines ahead,
By orders of ComSeventhFleet
In his quarterly sked.

The screws are turning and fires are burning
Neath Boiler Number One,
And cross-connected we stay protected
From low fuel ere we're done.

Away from war at Condition Four
Of readiness we be,
And Yoke throughout is our redoubt
Against an angry sea.

Our course through night is shown in light
From sides and stern and mast,
So ships may know which way we go
And thus are safely passed.

The silent guns with tompions
Fixed tight against salt spray
Belie the roar they lashed ashore
In many a recent day.

Steaming alone is nice, for the CO of Weiss
Is SOPA and OTC,
His duties, too, include CTU
Seven-Six-Point-Zero-Pt-Three.

The waves cut through, the course is true—
Zero Seven One—
Twin motors drive Sixteen Point Five,
Our speed towards rising sun.

As the hours go the soot doth grow,
So at the stroke of two,
We quickly slow, boiler tubes to blow,
And speed again renew.

While shipmates sleep the watch we keep
And ask with silent prayer,
That fighting cease, and bring us peace
And freedom everywhere.

—LT G. R. TELFER, USN.



USS ASHEVILLE (PG 84)

'Tis the start of a new year. We're out on patrol—
Watching the sampans instead of a bowl.

But we can all hack it—the reason you see,
Is that we are the men of a fighting PG.

Tonight we're patrolling in Area 2
As One-One-Five's OP schedule tells us to do.

If Charlie should make it and head for the beach
Our speedy new turbine will keep him in reach.

The turbine's our "tiger," the pride of the ship,
We light off the start pump and then let 'er rip!

She reacts with a whine that grows into a roar,
And we're off like a shot from a 16-inch bore.

If a call comes for fire, we light out for shore,
Manning all batteries, and ready for more.

The Captain is SOPA, Independent we steam,
Alone—but a part of the Market Time Team.

The ship's running darkened except running lights;
(And those go out, too, when we have firefights).

Condition of readiness Four on the "Tet"
And modified Zebra is what we have set.

Our radar is down, so we couldn't "see" far
'Til we cumshawed the "gadget" from a kind PBR.

Now that problem is solved, but we still have one
more;
That's our number one ship's service generator.

Except for these troubles, well, everything's fine
Number Two has the load, with both mains on the
line.

One-four-five is our course, and eight knots is our
speed.
As we check out a junk and then swiftly proceed.

After course to check contact, increase speed at same
time
Make another log entry: "Left to one-zero-nine."

Later on, through the darkness, our light comes alive
As we flash Hickman County, LST Eight-two-five.

'Course the Captain is topside, and most of the crew
To ring out the old year and bring in the new.

As the ship's clock strikes midnight, we shoot up a
flare,
And the South China Sea looks like noon in the glare.

There is no need for starlight scopes—no, not tonight;
For the sea and the beaches are already bright.

The whole coast of I Corps, both land and the sky
Is lit up like midday from Da Nang to Chu Lai.

We're a long way from home, now, in a conflict that's
grim.
We're far from our loved ones but we're fighting for
them.

We hope for a good year—the end of the war,
A victory for freedom, and many things more.

And so do we wish you, those home and those here,
A wonderful, peaceful and Happy New Year.

—ENS A. J. LAUNGER, USNR



USS CONE (DD 866)

"Is this the way to start the new year?"
Queried the CDO of the Chief Engineer.
"We're resting on keel blocks, high and quite dry,
Our boiler torn down, and a gun mount we're shy.

*"There are holes in the deck, the radars are down,
The shipyard's sandblasting the hull all around.
It's quite impossible to get underway
From this naval shipyard for many a day.*

*"All of our services we get from the dock,
Unable to move, we just sit like a rock.
Charleston, in South Carolina, I fear,
Will be our 'op-area' for much of this year."*

*Now the Chief Engineer looked thoughtful a while,
Then suddenly his face broke into a smile.
"Now we both know that there's a reason for this—
And that's to insure the Cone's readiness.*

*"All the work going on above and below—
The chipping, painting, and welding—will show
When we get underway and then leave this place,
That the Cone will be able to keep up the pace.*

*"Whether guarding, or steaming in 'unreps' galore,
Our ship and our crew will come back for more.
Overhaul, you see, is really quite fine—
For when it's over, our performance will shine."*

*The CDO looked relieved and nodded his head,
"There seems to be truth in what you have said."
The Engineer's words have calmed all our fear,
So indeed this can be a Happy New Year!
—ENS J. D. METZGER, USN*

USS CAMP (DER 251)

*What cheer to the New Year? What hopes spring
anew?*

*As uss Camp to buoys two-one and two-two
Finds the new day is dawning, Kaohsiung, Taiwan,
Moored safely by wire and chain straightly strung.*

*The winds may be chilly, the winds may be cold,
As CTG Seven-Two Point One, we bold
Sailors stand tall to bid this year in—
For the Chinese Navy as well as our men.*

*About us are vessels of all sizes and kinds,
From portly old merchants to rakish designs,
But proudest of all are the blue and gold names:
Worden, Bausell and DuPont, of destroyer force
jame.*

*Looming large over all is AD Fifteen
A tender renowned as the "can do" queen.
She provides a fine berth for ships of the fleet.
ComDesRon Two-Two, in DuPont, we greet.*

*We've been out in the Strait, we've been down to
Hong Kong,
But we're now in Kaohsiung (where the fishing is
strong).*

*The condition of readiness, Number Four, has been
set
And the setting of closures to Yoke has been met.*

*Our shipmates have left us behind for the night
They trust us to keep their ship safely tight.
Yet this day a New Year will find us together.
Again ready to steam into cruel, stormy weather.*

*For the task we must do is never "all done;"
The essence of freedom is not easily won.
We give thanks for the old year and welcome the
new
With its hopes for the future, for peace, and for you,*

*And for all of the families, everywhere in the world,
Whose lives have been safer this past tumbled period,
We pledge, as always, to keep to the sea,
Carry on for freedom and fight tyranny.*

—LTJG T. F. MARFIAK, USN

USS MARS (AFS 1)

*We're in uss Mars as we greet this New Year,
Far from people and places we all hold so dear.
The first watch of the year, and 'tis rhyming I am,
As we steam all alone through the Gulf of Siam.*

*Passing our stores to the ships that we meet
Under the ops of ComSeventhFleet
For the third quarter, fiscal year '69,
Governing movements of ships on the line.*

*Our salty "old man" is the OTC.
As we sight Cape (Mui) Bai Bung on our lee.
We're bound from An Thoi to Vung Tau port,
We have business to do in that seaside resort.*

*We steer 165, our base course true,
Making 16 knots through the ocean blue.
Two and Three boilers steam on through the night,
No. 3 generator gives power and light.*

*Darken ship (modified) and Yoke are set,
We've properly tracked all the ships that we've met.
The crew's in Condition of Readiness Four,
We're plain "squared away" in our floating store.*

*IFF and degaussing aren't working tonight,
We're awaiting the parts to fix them up right.
Midnight, the beginning of this new day
Finds us still in the zone for Combat Pay.*

*The sky's overcast, the clouds are bright,
The full moon is hidden, no stars are in sight.
As we steam through the darkness, southeastward
bound,
We can see for 20 miles around*

*For the night is clear, the sea is calm,
Here off the coast of Vietnam.
So let word be passed for all to hear,
Best wishes from Mars for this New Year.
—LT M. J. BRESLIN, USN*

USS MAZAMA (AE 9)

*On top of Mazama
There burns a red light,
To warn all the aircraft
We're moored here tonight.*

Back aft there's a white light,
And one on the bow.
All the crew is ashore
That the CO can allow.

The skipper's there too, and
We wish him good cheer.
We told him "Good-bye, Sir,
"We'll see you next year!"

Two-two is our berth and
Our pier is Two, too.
Six mooring lines, doubled,
Hold us steady and true.

Rhode Island's a cold place,
And the Davisville wind
Makes those who are outside
Wish hard they were in;

Where heat is aplenty
Most any old time,
'Cause Number One boiler
Is there on the line.

We've got light and power
For movies and more,
With thanks to our faithful
"Old Gen'rator Four."

So, SOPA, rest easy;
It's a happy old joint.
"Happy New Year to you, Sir,"
ComFair Quonset Point.

—QM2 J. S. BENARY, USN

USS SIMON LAKE (AS 33)

At Holy Loch, Scotland, in berth Alfa One,
Lies uss Simon Lake, her work never done.

Refitting subs is our primary vocation,
Though we'd sooner have chosen a warmer location.

From ashore comes the skirl of bagpipes which say,
"Come first footing with us this wee Hogmanay."

But on our dear tender, sobriety reigns,
From the depths of our hold to the tops of our
cranes.

We're shackled to buoys both after and fore,
Receiving fine services direct from the shore.

Lashed to our sides are two Presidents great,
To port is George Washington, the Five-ninety-eight.

To starboard James Madison, Six-two-seven,
Her bow is southeast, periscopes toward the heaven.

Ships of U. S. and Britain are here in the fog,
(The Royal Navy is lucky—at least they have grog).

Simon Lake is our castle, Holy Loch our moat,
Our king, SubRon Fourteen, is Senior Officer Afloat.

Happy New Year in Gaelic would make my tongue
stick—
So I'll say "It's a braw brecht moon lecht necht
tonecht."

—CWO G. D. COOPER, USN

MSTS SERVICE OFFICE, VIETNAM

2200—Assumed the watch. Security check. All secure.
2300—Security check. All secure. Heard sounds re-
sembling someone being chased through the
quarters. Unable to locate origin. Will continue
to check.

2330—Heard voice in passageway. Sounded like a
very old man. Was saying "I don't want to go"
or something to that effect. Unable to locate
source. Will continue to check. Conducted se-
curity check. Other than strange incidents
listed above, all secure.

2400—Located source of above incidents. Saw what
appeared to be an old man with a scythe be-
ing chased into antiquity by some young squirt
in diapers. Kid in diapers appeared to have
situation in control, so will leave outcome in
his hands. Fresh breeze now blowing through
the area! Incident closed subject to reopening
next 31 December.

It feels the same out here, mate
Though it is another date.
The watch is set
A must since Tet,
And the clock just ticks away!

No Guy Lombardo here, mate,
But it's not that we don't rate.
We'll hide our cheer,
We're over here—
And the clock just ticks away!

We're down along the river, mate
And we've got an iron gate,
With Trinh Minh The behind us,
And the river flowing by us,
And the clock just ticks away!

They call us MSTS, mate
And we sail to meet your needs.
We never jail, we're rarely late
And we're quiet about our deeds.
But the time just creeps away!

Saigon never changes, mate,
The nights are all the same.
But yet it is a brand-new date,
And maybe an end to the game.
And time just ticks away!

Let's say a prayer this morning, mate,
Since we cannot drink our toasts
And bless the guys who guard the gate
So far from their native coasts,
And we'll hope for peace someday.

—Rhyme by LTJG B. P. DUFFY, USNR
—Security Log by YN1 D. R. ROBERTS, USN

today's navy



Big Day For Nelson

To begin with, his reenlistment ceremony was telecast by the ship's television station, KEAR-TV.

Then, in full view of the crew, the commanding officer and disbursing officer of *uss Kearsarge* (CVS 33) presented to Aviation Electronics Technician 1st Class Richard N. Nelson \$10,000 in one-dollar bills, the total amount of his regular reenlistment bonus and variable reenlistment bonus.

Normally, 20 per cent of such bonuses is withheld to pay federal income tax, but not in Nelson's case. He received the entire sum since all bonuses are tax-exempt if the reenlistment takes place in a combat zone. Petty Officer Nelson is serving in the South China Sea with his squadron, Air Antisubmarine Squadron 29, embarked in the ASW carrier.

Hurricane Laser

Using a laser beam to measure the height of ocean waves has been done before. But not within a hurricane.

That's the job facing Weather Reconnaissance Squadron (VW) 4 in Project Hurricane Waves.

A laser unit is being installed in one of the Hurricane Hunters' WC-121N *Super Constellation* aircraft. The light beam, which an expert calls "fantastically accurate," will give Navy oceanographers a picture of the exact shape and size of waves in hurricanes.

The Naval Oceanographic Office project is expected to provide information which will help better design offshore platforms and forecast more accurately the size of hurricane waves.

According to an Oceanographic Office technician, the great advantage of a laser over high-intensity radar is its accuracy. The tight one-inch beam from a laser spreads to a width of only two inches at 1000 feet; a radar beam would be about 50 feet wide at that distance.

The laser is bounced off the surface of the water 10 million times a second. When the reflected beam returns to the aircraft, it is received in the laser optics and the wave form is recorded on tape.

A similar airborne laser was used by Navy Air Development Squadron 8 in the Arctic to determine the thickness of ice for the supertanker *Manhattan* as the ship made the northwest passage.

The first laser generators were built in 1965. Since then, they have found applications in many areas, from medicine to communications. In the most widely noticed recent instance, a laser reflector was set up on the moon by the *Apollo 11* astronauts, to allow scientists to measure earth-moon distances much more accurately than before.

VW 4, based at NAS Jacksonville, conducts tropical storm reconnaissance in the Gulf of Mexico, Caribbean and Atlantic. Recently the squadron played an important role in tracking Hurricane Camille before the storm hit the Gulf Coast.

Leap Frog, Anyone?

A team of skydivers should have a name with zing to it, right?

So thought the frogmen who double as members of the U. S. Navy UDT/SEAL Exhibition Parachute Team. They felt their team name lacked—well, something.

They decided to change it.

Frogmen. Skydivers.
Skyfrogs?
Sky. Dive.
Fall. Leap. Frogs.
Leap Frogs.

That's how it went in the parachute loft at Coronado, Calif., recently, and the Navy exhibition team will henceforth be known as the Leap Frogs.

Established in 1964, the parachute team has participated in skydiving demonstrations for military

and civilian audiences, and has appeared with the Blue Angels flight demonstration team.

The free-fall parachutists practice and perform mainly during off-duty hours. All are assigned regular duties with UDT and SEAL teams based at the Coronado amphibious base.

The skydives begin at 12,500 feet or higher. The free-fallers have colored smoke canisters attached to their feet so that spectators can follow their progress. Individual movements can be seen through binoculars.

Here are three of the routines performed by the Leap Frogs during a typical demonstration.

Hare and Hound—Two jumpers leave the aircraft together. One assumes a spread-eagle position and keeps his body more or less horizontal to the ground. The other literally dives head down and reaches a speed of some 200 mph, or 90 mph faster than his partner.

Baton Pass—Two or three jumpers pass a baton back and forth while falling.

Star Track—Three jumpers join hands and fall together. The two outside men track in opposite directions by cutting away at a 45-degree angle for about 10 seconds, and pull three-quarters of a mile away from the center man. The outside men then turn and track back, and, if there's still time, again join hands with the center man.

If wind conditions are ideal, chances are the skydivers will step down on their ground targets with pinpoint accuracy.

Leapfrog anyone?

New Quarters for ET School

ET school students were known as the gypsies of the Service School Command. Training for electronics technicians began at NTC Great Lakes in 1947, but the Electronics Technician "A" and "B" school students never really had a home.

As the rating expanded, classes moved from one building to another in a search for adequate facilities.

Eventually, ET became the largest of all the service schools, and the migratory approach to classroom training was clearly unsatisfactory.

Now there's something better.

Completion of building 621 at Great Lakes finally gives ETs their own school, and it appears to have been worth the wait.

The modern, three-story building has 80 roomy classrooms plus a library and laboratories equipped with all those sophisticated aids for teaching electronics technology.

The school's 130 instructors can relax between classes in a spacious lounge, and students who find their studies overwhelming can tell it to the chaplain who has an office in the building.

The first deck is for ET "B" school classes; the upper decks accommodate "A" school students.

Furnishings include brightly colored desks (blue and yellow), ceramic-on-steel chalkboards, oak-laminated doors, and dumbwaiters which carry training aids between floors. Bells are built into the wall clocks, room dividers are sound-



MAIL CALL—Happy crewmembers of a ship operating off coast of Vietnam unload sacks of mail being delivered by copter from *USS Camden* (AOE 2).

proof, and fire doors are controlled magnetically. Bulletin boards are located outside each classroom.

The building is wired for closed-circuit TV, but despite the modern touches, there is no loss in comfort, practicality and convenience.

Enjoy.

Names, Not Numbers

Early American Navy ship captains assigned names rather than numbers to their guns.

"Load True Blue" or "Fire Defiance" were commands issued to the gundeck, a custom somewhat

New ET school building at NTC Great Lakes has ramps for swift movement in and out of class. Rt: A school classroom.





THE WHEEL THING—AQFAN Richard Matthies is ready to fire warning flare while on wheels watch duty at NAS, Point Mugu.—Photo by PH1 J. J. Hollis, USN.

more dramatic than that of today: "Mount 51, Commence Fire."

One ship in today's destroyer force, *uss Lawrence* (DDG 4), has revived the gun-naming tradition, however, by bedecking each of its weapons with names as well as numbers.

Since *Lawrence* was named after Captain James "Don't Give Up The Ship" Lawrence (1781-1813), the DDG 4 guncrews decided their 20th century weapons should be named after the guns of the famed captain's last command, *uss Chesapeake*.

So, with paint brush and paint can in hand, they labeled the A and B (starboard and port) arms of the *Tartar* missile launcher "Liberty Forever" and "Yankee Protection."

The gun mounts bear the names "Raging Eagle" and "Liberty or Death," while *Lawrence's* torpedo tubes were named after *Chesapeake's* spar deck guns — Rattler, Bull Dog, Spitfire, Revenge, Bunker Hill and Nancy Dawson (*Nancy Dawson*??). The *Asroc* cells are named True Blue, Putnam, Mad Anthony, General Warren, America, Washington, Defiance and Viper.

With these added touches of identity, the weapons systems on *Lawrence* have become more than just cold pieces of steel, so claim the ship's gunner's mates.

However, when official orders are given, nomenclature remains standard. It's still "Mount 51."

Wheels Watch

At NAS Point Mugu, they give a young Navyman a pistol, assign him to a lonely, windswept post, and tell him: "Shoot first and ask questions later."

It's a highly responsible duty — but it has nothing to do with guarding the base against intruders. The man is called a "wheels watch." His job is to save airplanes — and pilots' lives.

From 0800 to sunset every weekday, he is alone far beyond the end of the duty runway, watching every plane that comes in to land.

If an approaching aircraft does not have its wheels down and locked, the wheels watch fires a red flare from his Very pistol. When the pilot sees the flare, he pulls up and goes around again — and you can bet your flight pay his wheels will be down on the second pass.

There can be any number of reasons why a pilot will neglect to lower his landing gear: a last-minute communication from the tower, distractions from other planes in the landing pattern. It's not a common oversight — but just one crash would be too many.

So far, the wheels watch at Point Mugu has been credited with saving five aircraft since it was begun in 1962. Speaking strictly in financial terms, that means about five to ten million dollars saved. And the lives of the pilots and crewmen are priceless.

Men selected for the duty must

hold aviation rates, be alert and be able to make quick decisions. They are instructed in recognition of all aircraft based at Point Mugu or expected to use the field, with special attention to the correct gear position for landing.

They must become familiar with the flare cart — the glass-enclosed booth on wheels where they will keep their day-long vigil. The cart contains all the equipment they will need: the Very pistol and flares, a radio for communication with the tower, orange LSO paddles to signal the pilot after firing the flares, a chair and a pair of binoculars.

The wheels watch is not allowed to take books or letter-writing materials in the cart. His full attention must be on the approaching aircraft.

Three men, two on alert and one standby, are assigned to the duty for a month. They are given a decisive test: A plane is flown past them with the wheels purposely left up.

They must see the error, shoot — and ask questions later.

—Story by Bob Boyles
—Photo by PH1 J. J. Hollis

New EM Club Opens

Just 200 yards from where, in the 1700s, pirate ships used to anchor, a new EM Club, *El Brigantine*, is open for business at the San Juan Naval Station, Puerto Rico.

As might be expected, *El Brigantine* has been decorated to carry out the theme of a pirate sailing ship. Furniture includes chairs made from barrels; menu prices are given in pesetas, bits, pieces of eight and gold doubloons (with regular prices in parentheses). The Spanish pirate theme is maintained throughout the club from wall decorations to the furniture, menus, bar ornaments and costumes for the bartenders, waiters and waitresses.

Total seating capacity is 466 persons. And it is usually filled close to its seating capacity.

Lex Claims World Record

USS *Lexington* (CVS 16) claims a world's record for carrier landings.

She passed the quarter-million mark last summer.

Her commanding officer, Captain Wayne E. Hammett, made the 250,000th trip in a T-2B jet trainer while the Air Training Command carrier was in the Gulf of Mexico.

The 26-year-old *Lexington*, assigned to qualify flight students and to provide refresher training for Fleet pilots, had been averaging 4100 landings a month. A carrier in normal antisubmarine operations completes between 600 and 800 recoveries a month.

The quarter-millionth landing is well past that of runner-up USS *Coral Sea*.

Key West Recreation

It's no problem to find a way to spend off-duty hours at Naval Station Key West. An average 76-degree temperature and an active Special Services program combine to make this a pleasant recreational area for Navymen and families.

Surrounded by waters of the Gulf of Mexico and Florida Straits, Key West is ideal for fishing, boating and swimming. Special Services provides 15-foot fiber glass boats equipped with awnings, tilt-type trailers and 25-horsepower motors.

Those who prefer deep-sea fishing can rent Navy charter boats at a local marina. Sailboats of the Enterprise 404 class are available from the Navy Sailing Association.

Special Services also provides fishing tackle and swimming gear at no cost to the Navyman.

Families often wish to stay ashore and dig for bottles or shells or simply explore the islands. Special Services makes this more enjoyable by providing camper-trailers which rent for \$2 a day. The campers sleep as many as six and are complete with stove, ice, chest and lantern.

For the bargain fee of \$1 per month, Special Services will supply a tent as roomy as 9 by 16 feet.

Cycling is popular at Key West, and for 75 cents a day or \$4 a



Display of camping trailer and gear available through Special Services at Key West Naval Station.



Servicemen and families enjoy an outing at one of the Naval Station's recreation areas.

week, Special Services has the bike.

The 18-hole, par-72 Key West Country Club is open daily to Navy golfers who receive admittance cards from Special Services for \$1.50. Monthly greens fee tickets also may be purchased at Special Services prices. Golf clubs can be checked out free of charge, and golf carts are available for 25 cents a day.

Key West Navy families also enjoy tennis and volleyball courts, football and baseball fields, horseshoe grounds, miniature golf course, eight-lane bowling alley, movie theater, picnic areas and swimming pools in various locations.

A wood hobby shop recently completed in the Special Services building rounds out the economical Key West Navy recreation program.

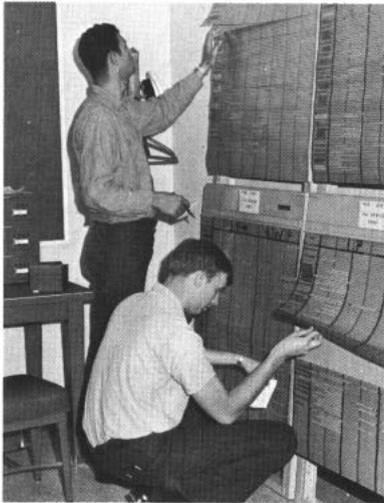
—I. W. Barron



Miniature golf course by the surf is popular at Key West Naval Station.



Volleyball is one of the many sports available through Special Services.



Fightertown, USA, Has New Avionics Facility

AVIONICS (that's aviation electronics, for the benefit of black-blackshoes) is ready for the 1970s at NAS Miramar with the opening of the station's new avionics facility.

The concrete-block building is expected to give "Fightertown U.S.A." enough room and facilities for the work demands which will come with the F-14—the jet which

Airmen Kenneth Nelms and Milton Toy check the status of electronic equipment under repair. Below: ATNAN Dennis Balle selects equipment from stock maintained at NAS Miramar's Avionics facility.

is due to replace the F-4 *Phantom* in the next decade.

The structure is completely air-conditioned, with filtered air and humidity control to protect the delicate equipment being worked on inside.

It has special kinds of power for repairing and testing equipment. Besides the normal 110-volt, 60-cycle "house current," there's 110-volt, three-phase, 400-hertz power and a 28-volt converter for test benches.

One copper-sheathed room in the facility is isolated from all radiation to prevent confusing and possibly dangerous emanations from

transmitters being tested in it.

Another room resembles a hospital nursery with viewing windows; but it has an additional feature which maternity nurses might envy—complete soundproofing. The aircraft generators and power systems which are checked out in this room emit a wail louder and more piercing than any infant's. Technicians can monitor their performance from outside the room, avoiding discomfort and possible ear damage.

The new building brings together avionics facilities which were previously housed in four separate places.

Miramar will be ready when the F-14 roars in.



Burke Trophy Winners

The nuclear submarine *USS Plunger* (SSN 595) and the ammunition ship *USS Wrangell* (AE 12) were last year's winners of Admiral Arleigh A. Burke Fleet trophies for battle efficiency.

The trophy, which takes the form of a plaque, is awarded annually to the ship or aircraft squadron in each fleet which demonstrates the greatest improvement in battle efficiency during a competitive fiscal year.

Plunger, based at Pearl Harbor, was the Pacific Fleet winner of fiscal

1969. *Wrangell*, operating from Charleston, took the honors in the Atlantic.

The Burke trophy was established in 1961 in the name of the retired Chief of Naval Operations who took many positive steps to improve battle efficiency and naval weapons and weapons systems, and set a dynamic example in the leadership program.

The Burke trophy is a permanent award to the two annual winners.

Flatley Winners

Landing an aircraft on the deck of a carrier is tricky business. So is taking one off.

But once again, the hazards notwithstanding, pilots and crews have shown that the great majority of carrier flight operations are accident-free and worthy of recognition.

At the end of each fiscal year, the carriers with the best records in aviation safety are singled out for honors under the Admiral James H. Flatley Memorial Trophy program. (Admiral Flatley, who died in 1959, dedicated his career to aviation safety.)

The Flatley awards were first presented in 1959 to the attack carrier (CVA) and ASW carrier (CVS) with the best accident prevention records. In 1964, the competition was extended to the amphibious assault ship (LPH).

For the awards presented this year, the CVA category was divided into two competitive types—CVA large (*Forrestal* class) and CVA small (*Essex* and *Midway* classes).

The Flatley winners for the fiscal year ending last July were:

CVA (large — *America* (CVA 66).

CVA (small) — *Coral Sea* (CVA 43).

CVS — *Bennington* (CVS 20).

LPH — *Guadalcanal* (LPH 7).

The records of last year's winners suggest competence as well as safety-mindedness on the part of the carrier pilots and crews.

Last year, 15,000 landings were made on the flight deck of *Coral*

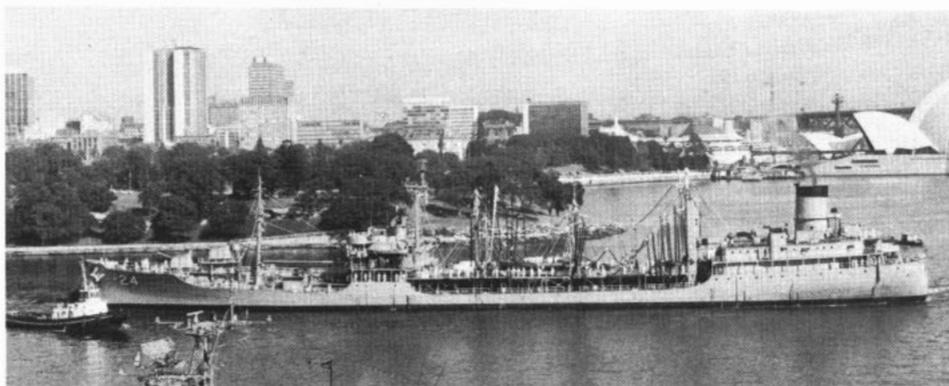
Sea—11,000 of them under combat conditions off Vietnam.

America spent four months of the competitive year in the Tonkin Gulf, during which she launched and recovered 12,000 aircraft without a major accident.

Each of the winning ships received a trophy which will be retained on board for one year. The trophies then will be passed to next year's winners and replaced with replicas and citations from the Chief of Naval Operations.

'A' School Training for AZs

Instructors and students at the Aviation Maintenance Administrationman School, NAS Memphis, have built the look and feel of a typical air squadron maintenance



USS *Platte* (AO 24) visits Sydney, Australia, during her recent deployment in the Western Pacific.

office into one of their classrooms.

This gives the Aviation Maintenance Administrationman "A" school a new phase of training, which, for the students, means a realistic preview of the AZ's work and working conditions.

Construction of the squadron office-classroom was a joint effort of the school's instructors and students under the supervision of Kenneth E. McDaniel, AZC. It took seven weeks for the men, many of them working in their spare time, to remodel the 24- by 27-foot classroom into a five-man squadron maintenance office.

The students work with registers, logs and records, correspondence and flight data, and handle more

than 70 squadron maintenance situations during the week-long phase of training.

One instructor acts as a pilot, maintenance officer or work center officer, and originates maintenance problems from a control center.

Students respond in the four working areas as though they were doing parallel work in the Fleet. Instructors monitor their progress.

In a register room, students receive the maintenance problems, convert them into codes, and then log the problems and move them on to a work center.

When an aircraft discrepancy is received in the work center (plenty are, for training purposes), students in the records room pull the plane's log and enter the proper maintenance data. The aircraft's

history of inspections and flight time also is reviewed at this point.

In the correspondence room, meanwhile, students transfer and receive aircraft, prepare speed-letters, type reports on missions, air time and types of landings.

The training work is plentiful, but moves quickly. The paperwork turnover during one day in the "A" school office can be compared with 17 flight days in the average air squadron.

In all, the simulated office handles more air squadron maintenance situations in five days of training than an actual squadron normally would face in two months of operations.

—JOSN Gen Romano, Jr.,
—John Waller.

bulletin board

BuPers Revises Rules on Separation Procedures

IF YOU ARE AMONG those Navymen overseas anticipating release from active duty, no doubt you are concerned about where your separation from service will be processed.

As a rule, the separating activity written into your orders is the one nearest the port where you return to the continental United States, such as the Naval Station, Treasure Island, when arriving in San Francisco, for instance.

But, in an effort to help reunite the Navyman with his family as soon as possible, the Bureau revised this ruling not long ago. Now your basic orders may be modified, allowing you to be sent to a major separating activity of your choice listed in BPN 1900 of 3 Oct 69. However, any additional time required for travel to the place of your choice must be charged as leave. This applies only when returning to the U. S. from an overseas assignment.

If the modification is authorized, the mileage allowance payable to you will be based on whichever of the following yields the lowest total mileage: (1) mileage from port of entry to place of separation to

and returning to CONUS from a tour of in-country duty in Vietnam (including UDT/SEAL teams deployed on contiguous waters of Vietnam).

•Detached from a ship or unit homeported outside CONUS with family located at the home port, and wish to arrange for a few days' leave to help pack and move their dependents from the home port.

All requests from enlisted members for leave while en route to a separation center should be submitted to the Chief of Naval Personnel, Pers-B21c.

If you expect your leave or travel to involve visits to foreign countries, refer to *BuPers Manual* for guidance in procedures to follow before you are detached or transferred for separation.

Here are the major naval activities in the United States at which Navymen arriving from overseas for separation can expect to report:

Naval District, Washington, D. C. — NavSta Washington, D. C., NAS Patuxent River, Md.

First Naval District — NavSta or NavBase Newport, R. I., NAS Quonset Point, R. I., NAS Brunswick, Maine, NavSta Boston, Mass.

Third Naval District—Officers: 3ND Hqtrs., New York, N. Y.; enlisted: NavSta Brooklyn, N. Y.

Fourth Naval District—NavSta Philadelphia, Pa.

Fifth Naval District—NavSta Norfolk, Va.

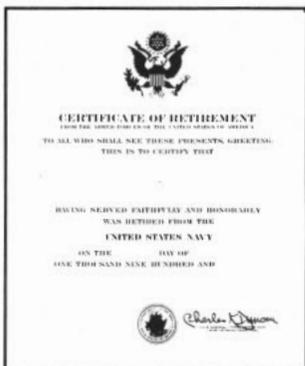
Sixth Naval District—NavSta or NavBase Charleston, S. C., NTC Orlando, Fla., NavSta Key West, Fla.

Ninth Naval District—NTC Great Lakes, Ill.

Eleventh Naval District—NavSta San Diego, Calif., NavSta Long Beach, Calif.

Twelfth Naval District—Captains and above: 12ND Hqtrs., San Francisco, Calif.; all others: NavSta Treasure Island, San Francisco, Calif.

Thirteenth Naval District—Aviation officers: NAS Seattle, Wash.; other officers: 13ND Hqtrs., Seattle; enlisted: NSC Puget Sound, Seattle Division, Pier 91, Seattle, Wash.



home of record, place from which ordered to active duty, or home of selection (whichever is applicable in your case); or (2) mileage from port of entry to appropriate place of separation to home of record, place from which ordered to active duty or home of selection (whichever is applicable). See *Joint Travel Regulations*, paragraph M4157-1.c. and paragraph M4158-1.a.

In connection with separation procedures, certain guidelines should be followed by officers and enlisted members who wish to take leave, as described in BuPers Notice 1900 of 3 Oct 1969. To begin with, officers must have their leave approved by BuPers and, in addition, be in one of the following categories:

- Returning to CONUS for retirement.
- Have less than six months' active duty remaining

Unit Patches Are for Operating Forces

Now it will be easier to figure out what those right-shoulder unit name patches mean.

The Unit Identification Mark was designed to provide recognition to men of the operating forces of the Navy. Other objectives were to build unit pride and permit ready recognition of a man's command.

However, over the years some ineligible units have started wearing the patch and others have adopted abbreviations that are hard to recognize.

BuPers Notice 1020 of 8 Nov 1969 has tightened up the eligibility requirements and changed many abbreviations to make them more intelligible.

Specifically, the notice reemphasizes that the shoulder patches are to be worn ONLY by members of the operating forces; orders the use of administrative names (COMSERVRON 4, for instance) instead of operational or task group designations (such as COMSERVFORSIXTHFLT); and requires the use of the name of a parent command rather than those of detachments or other subsidiary groups.

Abbreviations have been changed to make them more readily understandable. An assault craft division's name patch used to read ACDIV 12; now it will be ASSAULT CRAFT DIV 12. Guided missile group members formerly wore patches reading GMGRU 1, but now they will appear as MISSILE GRU 1.

Only the following units are allowed to issue patches:

- Afloat staffs.
- Operational staffs.
- Commissioned ships and squadrons.
- Units whose mission requires shipboard or advanced base operations.
- Group II Naval Reserve training ships.
- Naval Reserve squadrons.

A list of the types of units now considered eligible for patches, with examples of authorized abbreviations, is included in the notice. Its provisions are to be incorporated into *Navy Uniform Regulations*.

New Type of Working Uniform Scheduled for Use by Mid-70s

A new look is coming to the working uniform. By the mid-70s, the familiar dungaree trousers and chambray shirt will have gone the way of the dress white jumper and the flat hat.

The new Working Dress uniform is expected to be in the supply system by January 1971. In the next few years, it will replace dungarees as the old uniforms wear out.

Made of a 50-50 blend of cotton and nylon, the new outfit is designed to be worn for more than dirty work. It is a considerable improvement over dungarees in both quality and design.

The fabric will wear longer; keep its "cotton feel" and comfort longer, and dry faster after washing, which will reduce the burden on ships' dryers. In addition, it is slow burning and flash resistant, which gives it desirable qualities as protective clothing.

The styling combines functional and fashionable features.

The light blue pullover shirt has a roll-type convertible collar, flap pockets, black anchor-embossed plastic buttons, and a straight-cut bottom hem. A top collar button (not visible in the illustration) may be fastened for battle dress. Besides the long-sleeve version shown, a short-sleeve version has also been authorized by the Chief of Naval Operations.

The rating badge is similar to the one presently authorized for the work jacket: white eagle and red chevrons on a dark blue background, with no specialty

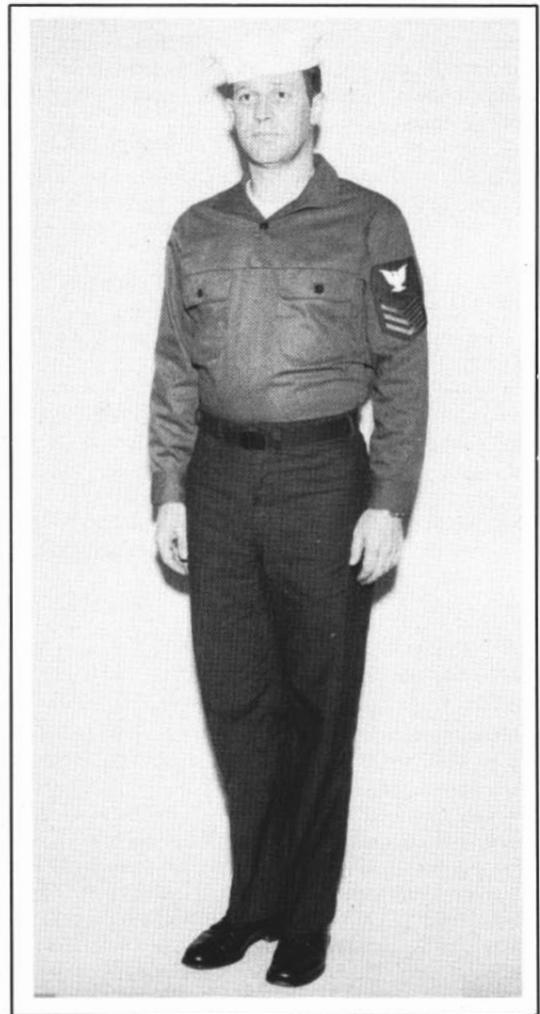
mark. As at present, nonrated men will have a clean sleeve.

The dark blue trousers are of the same nylon-cotton blend, of heavier weight. They are cut in similar style to officers' trousers, with straight legs, cuffs and fore-and-aft creases. However, although they are no longer "bell-bottoms," the trousers will still be large enough to put on quickly when GQ sounds, with or without shoes.

Other features of the trousers are a zipper fly, two button-through back pockets and angle-cut front pockets. They will be worn with the present black cotton web belt.

The new uniform is designed to be sharp looking enough to be worn to Navy Exchanges, commissaries, and other places where undress blues or whites are now required. However, contrary to some rumors, the new uniform will *not* replace undress blues or whites. Undress jumpers will still be a required item in the seabag, according to the Naval Uniform Board.

The Working Dress Uniform is now being tested by several *Polaris* submarine crews at Charleston Naval Base to find out if it will be an acceptable substitute for the coveralls now worn on SSBN cruises.



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Technical and Professional Skills To Be Emphasized in E-8, E-9 Exams

The new Master Chief Petty Officer and Senior Chief Petty Officer advancement exams, which have been written for 24 ratings so far, will have more emphasis placed on the technical and professional section. In light of this, there could be less mathematics and mechanical problem-solving type questions to face during the February testing.

Those ratings for which the new examination has been prepared include QM, SM, MN, SH, SK, LI, MU, BR, BT, DC, MR, MM, ML, PM, SF, AB, AK, AS, TD, SD, PR, AZ, AG, and TM.

There will still be 150 questions on the test. However, the subject areas will be divided as follows:

Subject	SCPO	MCPO
Technical and Professional Competence	90 questions	75 questions
Supervision	20
Administration	35
Communication	20	20
Problem Solving	20	20

The technical and professional competence area will test rating specialty, military and collateral duty knowledge based on the established bibliography for each rating in the *Quals Manual*. The communications section will attempt to determine reading comprehension, while the problem solving section will examine an individual's ability to evaluate and select the correct alternative.

The supervisory items in the SCPO exam include realistic problems in leadership, while the administrative section on the MCPO exam will determine how well the candidate can grasp the principles and techniques of administration.

The revised examination format should assist the selection board in three primary areas: It should help to identify the individual who can analyze and solve sophisticated technical and human relations problems; determine which candidates demonstrate the ability to communicate effectively with superiors and subordinates as well as equals; and single out those individuals who demonstrate the high degree of leadership expected of the senior enlisted petty officers.

Examinations for the other E-8 and E-9 ratings will continue in the same format until revised some time this year.

Evaluation Forms Revised for Three Upper Enlisted Grades

Use of the new evaluation form for chief, senior chief and master chief petty officers has been revised. If you're in the top three enlisted grades, here are the major changes that affect you:

- Senior and master chief evaluations will now cover the same period as that for men in pay grade E-7—the period ending 16 January. Previously, the evaluations for SCPO and MCPO were made out on 16 February.

- If you hold an NEC and are working in the skill which it identifies, your evaluating officer will make

specific comments on your proficiency in that skill.

- A signed copy of your evaluation form will be filed in your local service record.

- Unless your performance has been particularly above (or below) standard, or you are a candidate for SCPO or MCPO and haven't had a meaningful evaluation during the reporting period, you will not be assigned marks while attending service school. When you complete the course, your evaluation will contain only a brief description of the course, your final grade, and your relative standing in the class.

- If you are a member of the Inactive Reserve attached to a drilling unit, you will receive an annual regular evaluation in the same way as your USN contemporaries.

Designations of the forms have been changed. The Evaluation Report is now NavPers 1616/8, and the Worksheet is NavPers 1616/9. However, there have been no basic changes to the forms themselves.

Aside from these changes, the evaluation procedure



for men in the top three enlisted grades remains as reported in the March 1969 issue of *ALL HANDS*.

Detailed instructions for filling out the evaluation forms, procedures for entering marks in the Enlisted Performance Record, and information on minimum standards for such distinctions as the Good Conduct Medal, reenlistment or honorable discharge are included in BuPers Instruction 1616.7A.

Leave Program Opens Way to Law Degree

Among the higher educational opportunities offered the young naval officer (lieutenant and below) is the Excess Leave Program through which he may earn a law degree while in a leave of absence status.

In essence, the officer leaves the Navy (including its payroll) for up to three years to pursue an education in law for which he bears all expenses.

In view of this, financial planning is advised. Many officers who take advantage of such programs supplement the cost of their higher education by accepting scholarships approved by the Chief of Naval Personnel (Pers-C312).

Applicants are required to have a baccalaureate

degree from an accredited school and at least two years' commissioned service, but not more than six years' total service. Furthermore, law school graduates must agree to obligate themselves for not less than three years' active naval service and apply for an appointment to the Judge Advocate General's Corps.

In June 1970, a selection board will convene to consider applications submitted by 31 May, in accordance with BuPers Inst 1520.99A.

Naval Prep School and Naval Academy Provide a Four-Pronged Opportunity

THE NAVAL ACADEMY at Annapolis, Maryland, offers one of our country's most sought after educational opportunities. It provides not only a four-year college education, but also a commission, career and challenge. In effect, it's a four-pronged offer—and more.

As our nation enters the 70s, the program at the Naval Academy has become extremely flexible to keep up with the changing times, and it is conducted in one of the finest physical plants in the United States.

At present, more than 20 majors are offered in a wide variety of interesting and challenging fields. But to quote Rear Admiral James Calvert, the present Superintendent at the Naval Academy, ". . . Annapolis offers much more than an education. It provides training in leadership which will stand you in good stead throughout your life and it is dedicated to the inculcation of those characteristics of manliness, duty and honor which have always been associated with service to our nation on the highest level."

The Naval Academy Preparatory School at Bainbridge, Md., is properly known as the "Gateway to Annapolis" and is the cornerstone of the Navy's "Seaman to Admiral" program. Each year more than 200 enlisted men from the Regular Navy and Marine Corps or their Reserve components enter the Prep School with but one purpose in mind—to become midshipmen at Annapolis—and subsequently commissioned officers in the Naval Service.

A new application year, launched by BuPers Note 1531 of 30 Oct 1969 is currently underway. If you are able to meet the eligibility requirements for entry to this program and have seriously considered becoming an officer, take stock of your assets and apply for selection.

Each year, the Secretary of the Navy may appoint 85 enlisted men from the Regular Navy and Marine Corps and 85 enlisted men from the Navy and Marine Corps Reserve to the Naval Academy.

In recent years, all nominees from these sources who met the minimum requirements for admission to Annapolis have been offered appointments to the Academy, so the opportunity has never been better. Selectees from the Regular components are required to attend the Prep School and, while it is not mandatory for Reserve nominees, attendance may greatly enhance their chance for selection.

Can you qualify for the Prep School? You must:

- Be at least 17 but not older than 19 as of 1 Jul

1970 (waiver may be granted to outstanding applicants through age 20).

- Have enlisted prior to 1 Jul 1970.
- Never have been married.
- Have a combined GCT/ARI score of 120 or higher.
- Have a clear record, good moral character and strong motivation to become an officer.
- Be in excellent physical condition and have 20/20 vision (waiver of this requirement may be granted to a very few exceptional candidates whose vision does not exceed 20/100 in each eye and is correctable to 20/20).

Although you may not have done exceptionally well in high school, if you earned 11 or more acceptable units of credit ("C" or better) in college preparatory subjects, you may still qualify for entrance to the Prep School. At least three of these units must have been in English and two in college prep math. Credits in chemistry and physics are desirable but not mandatory.

When screening a record for admission to Prep School, the Admissions Officer at Annapolis is searching for a positive indication of an applicant's ability to do college level work. A young man who left college because of academic failure or with low grades has a relatively poor chance of being accepted unless he

SUMMER AMPHIBS — Three midshipmen arrive at USS Plymouth Rock (LSD 29) for their summer training cruise.

—Photo by PH1 Dave Wilson.



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later earned acceptable grades or has a good explanation for his performance.

The NAPS program is specifically designed to prepare young men academically, militarily and physically for entrance to Annapolis. The selectivity for the program is such that most of the students selected for admission are able to qualify for Annapolis after completion of nine months at NAPS. In fact, each year approximately one-tenth of the class entering the Academy receive training at NAPS.

Be sure and submit your application before the 30 May deadline unless you are at recruit training, which allows you an extension until 15 July. If you currently possess a nomination to Annapolis or are able to obtain one you may apply as late as 1 August. The application format is outlined in detail in the BuPers Notice.

If you feel you have the ability, you may be just the man the Navy's looking for. See your Educational Services Officer or Career Counselor and get all the details.

Traveling Space-Available Can Often Be a Sometime Thing—With Problems

If you or your family are planning to try to save money by flying space-available on military aircraft between the U. S. and overseas, the best advice is: don't.

If you do, be ready for a long, long wait at the terminal.

For that matter, if you're traveling on leave, save enough money to get back to your duty station by commercial transportation. If you count on space-available flights, you may wait so long that you end up on UA.

The backlog of eligible people waiting for flights has caused delays of days or weeks, according to the Air Force, which administers the Military Airlift Command (MAC).

Passengers who use space-available transportation "must understand that such travel is undertaken at their own risk," says an Air Force spokesman, "and that neither the government nor MAC is responsible for continuing them to destination or providing a means for their return to point of origin."

Major problems — such as unauthorized absence — arise when servicemen fly overseas to MAC stations and then are unable to get on a return flight within a reasonable time. That's one reason servicemen on leave are required to have enough money for commercial transportation before they leave their duty station.

Dependents who travel to the continental U. S. in emergencies often find it necessary to spend several days — sometimes weeks — waiting for space to return overseas. The costs of food and lodging for such a wait can mount up to a considerable sum, perhaps more than the price of a commercial ticket.

If you're traveling on ordinary leave, you're at the bottom of a long precedence list for available seats.

Ahead of you are servicemen and others on leave in connection with family emergencies, and student dependents of overseas-based servicemen.

You'd be well advised to buy a commercial ticket. You may get home weeks earlier.

Bronze Stars on Vietnam Service Medal Determined by Campaigns

A printer's error in the list of campaigns for eligibility for bronze stars on the Vietnam Service Medal (ALL HANDS, October 1969, p. 50) may have caused some bewilderment.

As the list was published, the dates for the Vietnamese Counteroffensive Phase II were the same as those for Phase III: 1 Jun 1967 - 29 Jan. 1968.

Phase II should have been dated 1 Jul 1966 - 31 May 1967.

As noted in the October article, you are entitled to one bronze star on the Vietnam Service Medal for each of the designated campaigns during which you served in the combat zone. Here (if our esteemed printer is cooperative) is the correct list of campaigns:

Vietnam Advisory Campaign	15 Mar 1962 - 7 Mar 1965
Vietnam Defense Campaign	8 Mar 1965 - 24 Dec 1965
Vietnamese Counteroffensive Campaign	25 Dec 1965 - 30 Jun 1966
Vietnamese Counteroffensive Phase II	1 Jul 1966 - 31 May 1967
Vietnamese Counteroffensive Phase III	1 Jun 1967 - 29 Jan 1968
Tet Counteroffensive	30 Jan 1968 - 1 Apr 1968
Vietnamese Counteroffensive Phase IV	2 Apr 1968 - 30 Jun 1968
Vietnamese Counteroffensive Phase V	1 Jul 1968 - 1 Nov 1968
(no name established)	2 Nov 1968 to a date to be announced

Obligated Service for Naval Aviators And Flight Officers Increased by Year

Planning to try for wings of gold? You might take note of these new rules affecting prospective Naval Aviators and Naval Flight Officers:

- The obligated service requirement after graduation from the flight training program has been changed from three and one-half to four and one-half years, effective 1 Jan 1970. Obligated service for Naval Flight Officers, however, remain at three and one-half years.

- Students who are dropped from either training course (except for physical or, in some cases, psychological reasons) must complete the same amount of active duty—four and one-half or three and one-half years—after disenrollment as successful candidates serve after graduation. Previously, dropped students were required to serve only 18 months after the date of disenrollment.

These are the only major changes to the flight and NFO training programs in the most recent directive on the subject, BuPers Inst. 1520.20D.

Other requirements for entering the programs remain the same. An applicant must hold a line commission (or be in an officer candidate program leading to a line commission) as ensign or above; be less than

26 years old; have a bachelor's degree; and pass the physical and other required tests.

Officers dropped from either program for physical reasons will be required only to complete their previously incurred active service, unless released early by the Navy. Those disenrolled for psychological reasons may be required only to complete their previously incurred service, if medical authorities so recommend and the Chief of Naval Air Training approves.

Anyone who is disenrolled for other reasons must serve the full four and one-half or three and one-half years after being dropped, or his previously incurred service, whichever is greater.

Further details on both programs, including a sample letter of application, are found in BuPers Inst. 1520 20D.

Recent Notice Updates Instructions Concerning Special Vietnam Leave

You've agreed to extend your Vietnam tour, and your request for a special 30-day leave has been approved.

Before you take the leave, and before your extension goes into effect, your unit is ordered withdrawn. Do you depart with your unit?

Are you still entitled to the special leave?

The answers to these and related questions are contained in BuPers Notice 1050 (13 Oct 1969), which updates basic instructions on special leave for Navy-men who extend their tours in a hostile fire zone.

First, here's a summary of the basic directive on this subject, BuPers Inst. 1050.9 series:

- If you voluntarily extend your tour in a hostile fire area for six months or more, you may receive a special 30-day leave, plus round-trip transportation at government expense, to and from the leave point you select.

- To be eligible for the special leave, you must be permanently stationed in the hostile fire area for 12 consecutive months, or be permanently assigned to an unaccompanied 12-month Southeast Asia tour and regularly engaged in operations in a hostile fire area. (This includes service on board ships toured for 12 months, not counting special leave and travel time, contiguous waters, even though the home port is outside Vietnam.)

- After serving in the hostile fire area for six months, you may agree in writing to serve an additional six months, not counting special leave and travel time, with the extension to become effective at the end of your regular 12-month tour.

- If you do not have sufficient obligated service to complete an extended tour, you may reenlist or agree to extend your enlistment. Either way, you must have at least eight months of obligated service following your normal tour completion date. This allows for the six-month extension plus special leave and travel time.

- Your request for tour extension and special leave is submitted to the Bureau of Naval Personnel (Pers-B1211 for officers; Pers-B211RVN for enlisted), fol-

lowing the format prescribed in BuPers Inst. 1050.9 series. Your request should be submitted to arrive in BuPers no later than four months before your normal tour completion date.

- Your request for an extension will not be approved if you're serving in the hostile fire area on a temporary basis, when there is no reasonable assurance that the extension would actually be served in the hostile fire area, or if a previous extension by you had been canceled.

- If BuPers approves your request, you may be granted the special leave, plus transportation, to virtually any single place you choose. (Of course, you must rule out leave in overseas areas restricted to military travelers.)

- You must take the special leave in one increment sometime during the period 90 days before, to 30 days after, your normal tour completion date. However, if operational requirements dictate otherwise, the special leave may commence anytime up to 60 days after your normal tour completion date.

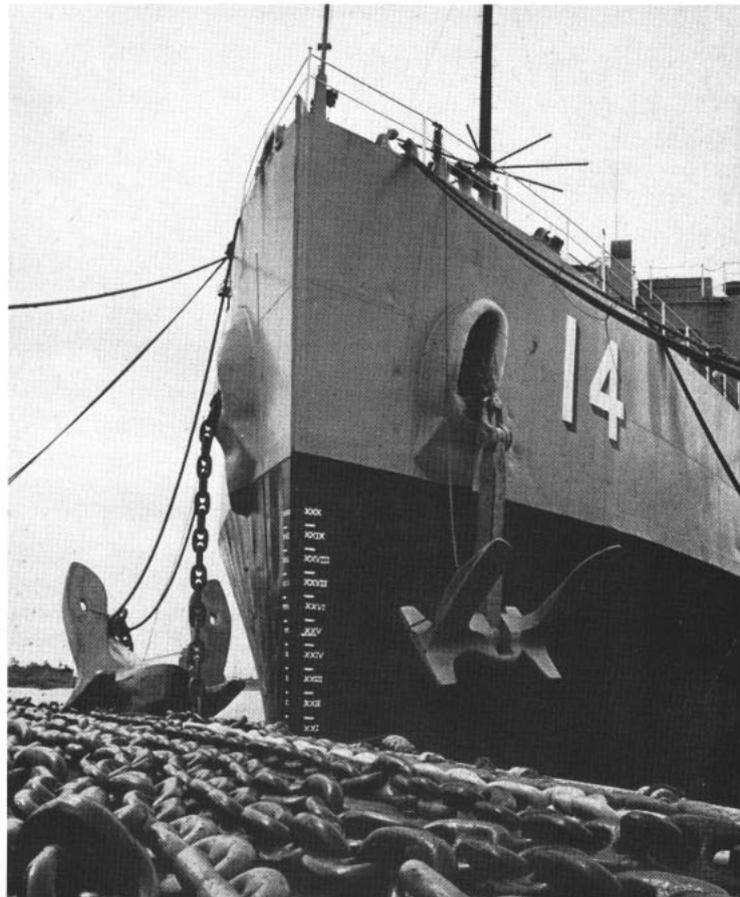
- The special leave and travel time amount to time off not charged to your leave account.

And now, here are the amplifying instructions contained in BuPers Notice 1050 (13 Oct 1969).

If your extension is approved but you are transferred from Vietnam as part of a unit before serving the full extension, you'll be entitled to the special leave in either of two situations:

- You already completed the leave or are taking it at the time of your unit's transfer.

- You have completed your 12-month tour and are



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actually serving your extension at the time your unit is transferred.

However, if your extension is approved and you are transferred with your unit before completing your 12-month tour, your extension will be canceled and you will no longer be eligible for the special leave (assuming you hadn't already taken it).

Administrative and other details on this subject are contained in BuPers Inst. 1050.9 series and BuPers Notice 1050 (13 Oct 1969).

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The Big Bounce (WS) (C): Drama; Ryan O'Neal, Leigh Taylor-Young.

Guns of the Magnificent Seven (WS) (C): Western; George Kennedy, James Whitmore.

The Prime of Miss Jean Brodie (C): Comedy Drama; Maggie Smith, Robert Stephens.

The Extraordinary Seaman (C): Comedy; David Niven, Faye Dunaway.

Heaven With a Gun (WS) (C): Western; Glenn Ford, Carolyn Jones.

Hell in the Pacific (WS) (C): Drama; Lee Marvin, Toshiro Mifune.

Death of a Gunfighter (C): Western; Richard Widmark, Lena Horne.

Eye of the Cat (C): Suspense Drama; Michael Sarrazin, Gayle Hunnicut.

The Valley of Gwangi (C): Adventure Drama; James Franciscus, Gila Golan.

The 1000-Plane Raid (C): Adventure Drama; Christopher George, Laraine Stephens.

Dead Run (C): Drama; Peter Lawford, George Geret.

Ghosts—Italian Style (C): Comedy; Sophia Loren, Vittorio Gassman.

A Home Away From Home

Navymen who visit Washington, D. C., can find all the comforts of home at the Soldiers, Sailors, Marines and Airmens Club, a white, three-storied building only minutes from the Washington Monument, Lincoln Memorial, Smithsonian Institution and other historic landmarks in the Nation's capital.

Founded in 1872 by a group of military officers' wives in Albany, N. Y., the nonprofit organization first was known as the Ladies Union School Mission Association, devoted to the "spiritual and temporal welfare of American men in arms."

Now located in Washington at 1015 L St., N. W., the club is always open and has accommodations for 205 active duty enlisted men. The comfortable lodging—for only \$2.50 a day—includes free showers, television room, recreation room, library, lounge and patio. Home-cooked meals are available at cost.

Time and money to support the SSMA Club are donated by service families. Mrs. Richard M. Nixon and Mrs. Melvin R. Laird are Honorary President and Vice President, respectively.

100 Rifles (C): Western; Jim Brown; Raquel Welch.
Where It's At (C): Comedy Drama; David Janssen, Robert Drivas.

Popi (C): Comedy Drama; Alan Arkin, Rita Moreno.

Goodbye, Columbus (C): Drama; Richard Benjamin, Ali MacGraw.

The Illustrated Man (WS) (C): Science Fiction; Rod Steiger, Claire Bloom.

Romeo and Juliet (C): Romantic Tragedy; Olivia Hussey, Leonard Whiting.

True Grit (C): Western; John Wayne, Glen Campbell.

Hook, Line and Sinker (C): Comedy; Jerry Lewis, Peter Lawford.

Ice Station Zebra (WS) (C): Adventure; Rock Hudson, Ernest Borgnine.

Hard Contract (WS) (C): Drama; James Coburn, Lee Remick.

Decline and Fall of a Birdwatcher (C): Comedy; Robin Phillips, Genevieve Page.

Rascal (C): Comedy; Steve Forrest, Bill Mumy.

Where Eagles Dare (WS) (C): Action Adventure; Richard Burton, Clint Eastwood.

Those Daring Young Men in their Jaunty Jalopies (WS) (C): Comedy; Tony Curtis, Susan Hampshire.

On My Way to the Crusades, I Met a Girl Who (C): Comedy; Tony Curtis, Monica Vitti.

Hell's Belles (C): Action Drama; Jeremy Slate, Jocelyn Lane.

The Man From Nowhere (WS) (C): Western; Giuliano Gemma, Corinne Marchand.

The Shoes of the Fisherman (WS) (C): Drama; Anthony Quinn, Oskar Werner.

Dracula Has Risen From the Grave (C): Drama; Christopher Lee, Rupert Davies.

The Love Bug (C): Comedy; Dean Jones, Michele Lee.

2001: A Space Odyssey (WS) (C): Science Fiction; Keir Dullea, Gary Lockwood.

The Mad Room (C): Drama; Stella Stevens, Shelley Winters.

Before Winter Comes (C): Drama; David Niven, Topol.

The Learning Tree (WS) (C): Drama; Kyle Johnson, Alexander Clarke.

Keep BuPers Advised of Your Advances In Language Proficiency, Educational Level

Earning an academic degree or increasing your proficiency in a foreign language may give you considerable satisfaction, but it will help you more professionally if you let the Chief of Naval Personnel know about it.

That's the essence of the message conveyed in BuPers Inst 1520.83C.

Using the format contained in the Instruction, each officer on active duty will submit a letter report to the Chief of Naval Personnel (Pers-N3125b) when:

- An additional degree is earned, or enough credits are earned to change his educational level.

- Proficiency in a new language is acquired, or a higher level of proficiency is reached, or the officer becomes aware of a loss of proficiency.

Inactive duty officers will continue to report education and language qualifications on the annual NavPers 1210/2 and submit transcripts to the Chief of Naval Personnel (Pers-N3125b).

The officer's file number, in each instance, should be included on the transcript.

Extension Courses Offered

Two new correspondence courses are available to naval officers from the Air Force Extension Course Institute:

- *Management of Value Engineering, Volume 2* (ECI 6603). Recommended for Supply Corps officers who specialize in procurement.

- *Introduction to System or Project Management* (ECI 2900). Recommended for officers (LT and above) and civilians (GS-11 and higher) who are assigned to or have a potential assignment to a System/Project Management position.

To apply for either course, submit ECI Form 23 or the Navy Correspondence Course Application (NavPers 1550/4) to: Extension Course Institute, Air University, Gunter Air Force Base, Ala.

Correspondence Courses

Eight new or revised courses are available from the Correspondence Course Center. One, Digital Computer Basics (NavPers 10441-A), is available to both officers and enlisted men and women. Here are the others:

Enlisted Courses

- Aviation Ordnanceman I & C* (NavPers 91662-2)
- Aviation Support Equipment Technician I & C* (NavPers 91411)

- Communications Technician (M) I & C* (NavPers 91561-B)

- Electronics Test Methods and Practices* (NavPers 91229)

- Tradesman I & C* (NavPers 91699-C)

Officer Courses

- Marine Navigation, Course I* (NavPers 10921-A)

- Principles of Naval Engineering, Part II* (NavPers 10508)

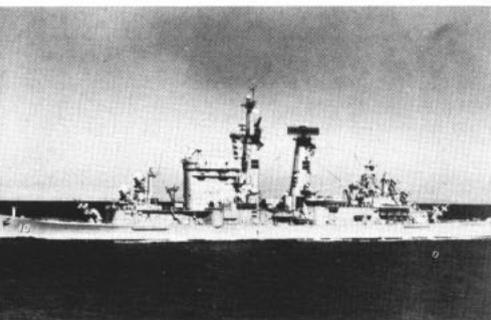
New Library for Albany

In a ceremony befitting the occasion, Captain Allan P. Slaff, USN, commanding officer of the guided missile cruiser *USS Albany* (CG 10), officially "commissioned" the ship's new library.

The library consists of an upper and lower level, and contains 3000 volumes of both fiction and non-fiction. Subscriptions are held for over 40 different magazines and newspapers.

The new library adds to the many services available to the crew, such as the barber shop, modern laundry and dry-cleaning plant, a walk-in ship's store, a soda fountain, a clothing store and photo shop, all of which make *Albany* a veritable floating city.

The 19,400-ton *Albany*, with a crew of 1000-plus officers and men, is homeported in Mayport, Fla.



Check Rate, Date on Seavey Segment A-70

SEAVEY MOTION continues to roll, and it's time to check your eligibility for a shore assignment based on the sea duty commencement cutoff dates (SDCD) listed in Seavey Segment A-70.

Several factors determine your eligibility. For instance, you must be serving on board "for duty" on the date in which a seavey segment goes into effect. In the case of Seavey A-70, the on board "for duty" date is established as 1 Nov 1969.

This means in order to qualify for the cutoff date for your rate and rating, you must have been serving on board your current permanent station, ship or unit in a for duty status (not temporary) as of 1 November.

There is an exception.

Those individuals caught up in a transfer brought about by Project 703—the decommissioning and inactivating of certain ships and activities—must be on board "for duty" in their new assignment before 20 Dec 1969.

If you have been advanced in rate or are scheduled to be advanced, your SDCD is still computed by the rate you held on 1 Nov 1969. However, if you have since been reduced in rate, your SDCD will be computed by the rate to which you were reduced. Individuals converting to another rating or NEC will have their SDCD based on their new rating.

Obligated service is another deciding factor for getting ashore. With the exception of certain rates, you must have an active duty obligation to at least May 1972. However, if your rate is preceded by an asterisk in the list below, then you need only obligate to July 1971. The difference is a result of insufficient numbers of petty officers and strikers in these ratings agreeing to extend their obligation for an assignment ashore.

Therefore, for Seavey A-70, their obligated service requirement for rotation ashore has been reduced to 14 months. Normally it's 24 months. Should you extend your enlistment to provide 14 months' obligated service for Seavey orders and then wish to cancel the extension, you may do so providing orders for shore

duty are not received by the end of October 1970 and, providing the extension has not gone into effect.

If you will notice, chief petty officers are not included in Seavey A-70. Effective 1 Oct 1969, their distribution and rotation was undertaken by the Bureau of Naval Personnel. The policies and guidelines governing their distribution (including projected sea tour lengths) is contained in Chapter 28 of the *Enlisted Transfer Manual*.

In addition, the Bureau plans to take over the detailing of seven ratings according to the following schedule: DK - 1 Dec 1969; AZ, AQ, FTB, MT - 1 Jan 1970; DT, PN - between 1 January and 30 Jun 1970. Individuals in these ratings will be informed of their distribution status by individual letter and through changes to Chapters 9 and 13 of the *TransMan*.

However, AOs, DTs and PNs will receive Rotation Data Cards (NavPers 767) which will be processed according to Seavey A-70 procedures as a backup during the transition period. For complete details on this segment of Seavey, refer to BuPers Notice 1306 of 30 Oct 1969.

Meanwhile, there are many requirements for volunteers for Recruiting Duty, Classroom Instructor Duty, and Recruit Company Commander Duty. If you are a career petty officer (E-5 or E-6) eligible for Seavey A-70 who can qualify for these types of duties, you are encouraged to apply for such an assignment when preparing your rotation data card. Eligibility requirements are contained in Chapters 4 and 5 of the *TransMan*.

Billets for Recruiting and Classroom Instructor Duty are available throughout the United States; Recruit Company Commander billets are available in San Diego and Great Lakes, and in Orlando, Fla. If you are accepted for any one of these assignments, you can expect to transfer in June 1970.

A last reminder: be sure that your Rotation Data Card (NavPers 767) is properly filled out and submitted to the appropriate distribution office (PAMI) no later than 20 Dec 1969 in order to be rotated by Seavey A-70 segment. Here are the cutoff dates:

Rate BM1	Date Feb 63	Rate RD3	Date Dec 64	Rate GMM2	Date May 66	Rate FTGSN	Date Feb 65	Rate ETR3	Date Nov 66
*BM2	Feb 63	RDSN	Dec 64	GMM3	Jan 66			ETRSN	Nov 66
*BM3	Jun 64			GMMSN	Jan 66	FTM1	Dec 65		
*BMSN	Jun 64	ST1	Jun 65			FTM2	May 65	DS1	Jun 68
		STG2	Aug 65	GMT1	Apr 68	FTM3	May 65	DS2	Jun 67
QM1	Jun 62	STG3	Feb 65	GMT2	Apr 68	FTMSN	May 65	DS3	Jan 67
QM2	Jan 65	STGSN	Feb 65	GMT3	Apr 68			DSSN	Jan 67
QM3	May 65	STS2	Aug 65	GMTSN	Apr 68	MN1	Sep 67		
QMSN	May 65	STS3	Feb 65			MN2	Sep 67	RM1	Feb 67
		STSSN	Feb 65	GMG1	Mar 64	MN3	Sep 67	*RM2	Feb 67
SM1	Feb 62			GMG2	Jan 64	MNSN	Sep 67	*RM3	Feb 67
SM2	Feb 62	TM1	Jun 65	GMG3	Jan 64			*RMSN	Feb 67
SM3	Feb 62	TM2	Jun 65	GMGSN	Jan 64	ET1	Sep 67		
SMSN	Feb 62	TM3	Feb 66			ETN2	Jun 67	YN1	Dec 67
		TMSN	Feb 66	FTG1	Feb 65	ETN3	Jan 67	*YN2	Jun 68
RD1	Sep 65			FTG2	Feb 65	ETNSN	Jan 67	*YN3	Jun 68
RD2	Sep 65	GMM1	May 66	FTG3	Feb 65	ETR2	Jan 67	*YNSN	Jun 68

Rate	Date	Rate	Date	Rate	Date	Rate	Date	Rate	Date
*CYN3	Feb 67	ENFN	Aug 67	CECN	Jan 67	AX1	Sep 67	*AMH3	Sep 67
*CYN5N	Feb 67					*AX2	Sep 67	*AMHAN	Sep 67
PN1	Mar 68	MR1	Jun 65	EO1	May 66	*AX3	Sep 67	AME1	Sep 67
*PN2	Mar 68	*MR2	Sep 65	EO2	May 66	*AXAN	Sep 67	*AME2	Sep 67
*PN3	Mar 68	*MR3	Jan 66	EO3	May 66	AO1	Sep 67	*AME3	Sep 67
*PNSN	Mar 68	*MRFN	Jan 66	EOCN	May 66	*AO2	Sep 67	*AMEAN	Sep 67
SK1	Jan 65	BT1	Jul 62	CM1	May 66	*AO3	Sep 67	PR1	Jan 68
SK2	Aug 67	BT2	Feb 65	CM2	May 66	*AOAN	Sep 67	*PR2	Jan 68
SK3	Aug 67	BT3	Mar 62	CM3	May 66	*AQ1	Mar 67	*PR3	Jan 68
SKSN	Aug 67	BTFN	Mar 62	CMCN	May 66	*AQB2	Jul 67	*PRAN	Jan 68
CS1	Feb 65	BR1	Jun 64	BU1	Sep 66	*AQB3	Jul 67	AK1	Feb 68
CS2	Sep 66	EM1	May 62	EU2	Sep 66	*AQBAN	Jul 67	*AK2	Mar 68
*CS3	Jun 68	*EM2	Nov 65	BU3	Sep 66	*AQF2	Jul 67	*AK3	Mar 68
*CSSN	Jun 68	*EM3	Jul 65	BUCN	Sep 66	*AQF3	Jul 67	*AKAN	Mar 68
SH1	Jan 63	*EMFN	Jul 65	SW1	Sep 65	*AQFAN	Jul 67	AS1	Dec 67
SH2	Dec 63	IC1	May 62	SW2	Sep 65	ABE1	Sep 67	*ASE2	Dec 67
SH3	Nov 62	*IC2	Dec 64	SW3	Sep 65	*ABE2	Sep 67	*ASE3	Dec 67
SHSN	Nov 62	*IC3	Dec 64	SWCN	Sep 65	*ABE3	Sep 67	*ASEAN	Dec 67
JO1	Jun 68	*ICFN	Dec 64	UT1	Mar 66	ABEAN	Sep 67	*ASH2	Dec 67
JO2	Jun 68			UT2	Mar 66	ABF1	Jun 67	*ASH3	Dec 67
JO3	Jun 68	SF1	Jun 63	UT3	Mar 66	*ABF2	Dec 66	*ASHAN	Dec 67
JOSN	Jun 68	SFM2	Feb 66	UTCN	Mar 66	*ABF3	Jun 67	*ASM2	Dec 67
PC1	Apr 66	SFM3	Feb 66	ADR1	Jan 68	*ABFAN	Jun 67	*ASM3	Dec 67
PC2	Apr 66	SFMFN	Feb 66	*ADR2	Jan 68	ABH1	Sep 67	*ASMAN	Dec 67
PC3	Jun 66	SFP2	Feb 66	*ADR3	Jan 68	*ABH2	Sep 67	HM1	Oct 67
PCSN	Jun 66	SFP3	Feb 66	*ADRAN	Jan 68	*ABH3	Sep 67	HM2	Oct 67
		SFPFN	Feb 66			*ABHAN	Sep 67	HM3	Feb 68
L11	Dec 67	DC1	Mar 64	ADJ1	Sep 67	AE1	Sep 67	HN	Feb 68
L12	Dec 67	*DC2	Jul 66	*ADJ2	Sep 67	*AE2	Sep 67	DT1	Jun 68
L13	Dec 67	*DC3	Jun 66	*ADJ3	Sep 67	*AE3	Sep 67	DT2	Jun 68
LISN	Dec 67	*DCFN	Jun 66	*ADJAN	Sep 67	*AEAN	Sep 67	DT3	Jun 68
MM1	Oct 62	EA1	Sep 67	*AT1	Sep 67	AMS1	Sep 67	DN	Jun 68
MM2	Sep 65	EA2	Sep 67	*ATR2	Sep 67	*AMS2	Sep 67	SD1	Oct 64
MM3	Apr 62	EA3	Sep 67	*ATR3	Sep 67	*AMS3	Sep 67	SD2	Oct 64
MMFN	Apr 62	EACN	Sep 67	*ATRAN	Sep 67	*AMSAN	Sep 67	SD3	Aug 65
EN1	Jan 64	CE1	Jan 67	*ATN2	Sep 67	AMH1	Sep 67	TN	Aug 66
EN2	Sep 66	CE2	Jan 67	*ATN3	Sep 67	*AMH2	Sep 67	NEC 5332	Jun 66
EN3	Aug 67	CE3	Jan 67	*ATNAN	Sep 67				

* If your rate is preceded by an asterisk (*), you need only obligate to July 1971.

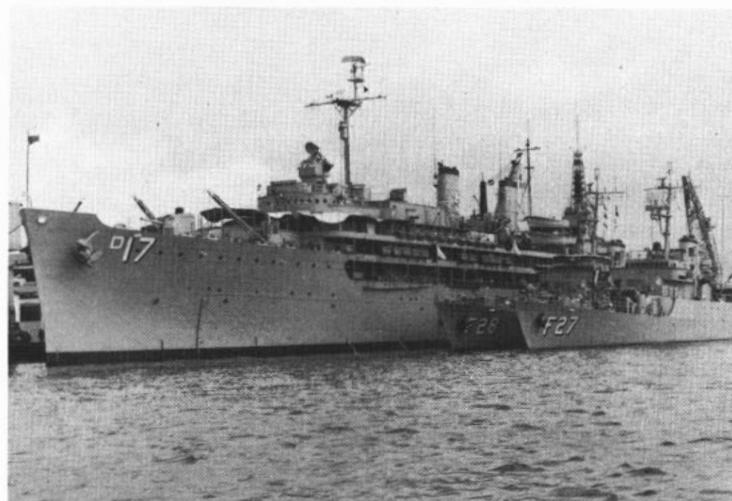
Distribution of all DKs and Strikers Now BuPers Function

All rated disbursing clerks and DK strikers are now being detailed by the Chief of Naval Personnel in Washington, D. C. The shift in assignment writing, from the Commanders in Chief and Enlisted Personnel Distribution Offices, commenced on 1 December.

The move called for all DKs to submit a NavPers 1306/34 Duty History and Preference Card to the Bureau by 30 September if they wished to have their next duty assignment preferences considered. Individuals without preference cards on file in BuPers will be assigned on a needs-of-the-service basis.

NavPers 1306/34, actually a preference card for pay grades E-7 through E-9, should be used until a duty history and preference card for all enlisted personnel can be issued.

For detailed information on the centralization of the DK rating, refer to BuPers Notice 1306.



Revised Designator Codes for Officers

THE FOUR-DIGIT designator codes that tell everything about an officer's specialty and status have been revised.

BuPers Notice 1210 of 21 Oct 1969, which canceled BuPers Instruction 1210.14, made these major changes to the designator system:

- A new fourth digit—4—to designate a Naval Reserve officer whose permanent status is as an enlisted man.

- Deletion of the 138x (balloon pilot) category.

- Consolidation of the 153x (aeronautical engineering, meteorology) and 167x (special duty, hydrography) designators into a new classification: 18xx, special duty (geophysics). Former 153x officers will be designated 181x—special duty (meteorology); and former 167x specialists will be given the number 182x—special duty (oceanography/hydrography).

- Addition of the following new designators (some

of which have been in use for some time, but hadn't yet appeared in the official list):

193x—unrestricted line officer under instruction for the Medical Service Corps.

168x—special duty officer (general administration). This designator is open only to inactive duty Naval Reserve officers.

616x—LDO (explosive ordnance disposal).

657x—LDO (communications).

716x—warrant Explosive Ordnance Disposal Technician.

757x—warrant Naval Communicator.

For easy reference, here are the current officer designators. The "x" in each designator is replaced by one of the fourth digits listed at the end of the article, depending on the officer's status. For example, a Regular limited duty officer (operations) whose permanent status is warrant holds the designator 6011.

Unrestricted Line	
110x	Unrestricted line officer
131x	Unrestricted line officer qualified as a pilot of heavier-than-air or heavier- and lighter-than-air aircraft.
132x	Unrestricted line officer, a member of the aeronautical organization, who is a flight officer
135x	Unrestricted line officer, a member of the aeronautical organization, who is not a pilot or flight officer
137x	Unrestricted line officer in training for duty as flight officer
139x	Unrestricted line officer in training for duty as pilot

Unrestricted Line—Prospective Staff Corps

190x	Unrestricted line officer under instruction for Nurse Corps
191x	Unrestricted line officer under instruction for Medical Corps
192x	Unrestricted line officer under instruction for Dental Corps
193x	Unrestricted line officer under instruction for Medical Service Corps
194x	Unrestricted line officer under instruction for Chaplain Corps
195x	Unrestricted line officer under instruction for JAG Corps

Restricted Line

140x	Engineering duty officer (ship engineering)
170x	Engineering duty officer (ordnance engineering)
151x	Aeronautical engineering duty officer (aeronautical engineering)
152x	Aeronautical engineering duty officer (aviation maintenance)
161x	Special duty officer (cryptology)

163x	Special duty officer (intelligence)
164x	Special duty officer (photography)
165x	Special duty officer (public affairs)
168x	Special duty officer (general administration)*
18xx	Special duty officer (geophysics)
181x	Special duty (meteorology)
182x	Special duty (oceanography/hydrography)

*Approved for inactive duty Naval Reserve officers only.

Line—Limited Duty Officers

600x	LDO (deck)
601x	LDO (operations)
615x	LDO (ordnance)
616x	LDO (explosive ordnance disposal)
620x	LDO (administration)
623x	LDO (data processing)
626x	LDO (bandmaster)
630x	LDO (engineering)
635x	LDO (hull)
637x	LDO (electrician)
640x	LDO (electronics)
646x	LDO (cryptology)
657x	LDO (communications)
660x	LDO (aviation operations)
661x	LDO (aviation control)
662x	LDO (air intelligence)
663x	LDO (photography)
665x	LDO (meteorology)
670x	LDO (aviation ordnance)
680x	LDO (avionics)
685x	LDO (aviation maintenance)

Staff Corps

210x	Medical Corps officer
220x	Dental Corps officer
230x	Medical Service Corps officer
250x	Judge Advocate General's Corps officer

290x Nurse Corps officer
 310x Supply Corps officer
 370x LDO, Supply Corps
 410x Chaplain Corps officer
 510x Civil Engineer Corps officer
 570x LDO, Civil Engineer Corps

Warrant

711x Aviation Operations Technician
 713x Boatswain
 714x Operations Technician
 716x Explosive Ordnance Disposal Technician
 721x Aviation Ordnance Technician
 723x Surface Ordnance Technician
 724x Ordnance Control Technician
 733x Underwater Ordnance Technician
 734x Mine Warfare Technician
 741x Aviation Maintenance Technician
 743x Machinist
 745x Aviation Control Technician
 754x Electrician
 757x Naval Communicator
 760x Aviation Boatswain
 761x Aviation Electronics Technician
 762x Air Intelligence Technician
 764x Communications Technician

766x Electronics Technician
 774x Ship Repair Technician
 782x Ship's Clerk
 783x Data Processing Technician
 785x Bandmaster
 798x Supply Clerk
 817x Medical Service Warrant
 818x Dental Service Warrant
 821x Aerographer
 831x Photographer
 849x Warrant Officer Civil Engineer Corps

Fourth Digits

- 0—Regular Navy, permanent grade ensign or above.
- 1—Regular Navy, permanent status warrant.
- 2—Regular Navy, temporary officer, permanent status enlisted.
- 3—Regular Navy, on the retired list.
- 4—Naval Reserve, permanent status enlisted.
- 5—Naval Reserve, except as noted under 4, 6 and 7.
- 6—Naval Reserve, appointed in the Naval Reserve Integration Program from enlisted status.
- 7—Naval Reserve, on active duty in TAR Program (even if rotated to other than TAR billets).
- 8—(not used).
- 9—Naval Reserve, on the retired list.

New Officer Designator Established For Specialists in Geophysics

A requirement for officers with backgrounds in the environmental sciences has resulted in establishment of the new Geophysics (18XX) category.

It consists of two subcategories — Meteorology (181X) and Oceanography/Hydrography (182X).

BuPers Notice 1120 (18 Sep 1969) gave background on the subject and application procedures.

In general, any officer on active duty (except a Temporary Active Reservist) is eligible.

Here's a summary of the Notice:

Meteorology

Since the Navy already has meteorology specialists in the Aeronautical Engineering Duty Officer (153X) category, these officers simply receive a change in designator to Geophysics (181X). Likewise, all billets formerly designated 153X are switched to 181X.

Other qualified officers who wish to transfer to the 181X designator should refer to BuPers Inst. 1120.33 series and BuPers Inst. 1210.12 series, and to article 1020120 of the *BuPers Manual* (article C-1105A of the old *Manual* if your station does not have a copy of the new one).

The educational and experience qualifications for a meteorology designator are the same for 181X as they were for 153X.

Oceanography and Hydrography

Staffing this category is more complicated. Previously, unrestricted line officers who were qualified as oceanographers and hydrographers served as subspecialists in these fields to meet some of the requirements.

However, the number of these subspecialists did not meet the demand, and anyway, the officers concerned had to keep up with their primary specialties.

This meant that service in the subspecialties could be accomplished only between operational tours of sea duty. The new 182X category is intended to resolve the problem.

(But a need remains for subspecialists to serve in billets closely associated with the 182X specialties. Therefore, billets which do not require the degree of total specialty experience possessed by special duty officers will continue to be staffed with subspecialist officers in the Oceanography (8703P) and Hydrography (8704P) categories.

Although an officer with any designator can apply and be considered, those with the following qualifications are primarily considered for 182X:

- Graduate of an accredited college or university with a degree in oceanography, geophysics, photogrammetry, geodesy, or engineering (with emphasis on survey engineering for hydrography or ocean engineering for oceanography), or graduate study.
- Operational experience at sea or in an oceanography or hydrography billet for at least two years.

It is expected that these types of billets will be identified for 182X:

- Research and development.
- Oceanographic forecasting.
- Commanding officer of oceanographic detachments (USNS ships).
- Mapping, charting and geodesy.
- Instructor.
- Administration of Navy Oceanographic Program.

Letters to the Editor



Duty Station Information

SIR: I am assigned as a general orientation officer at a recruit training command. Recruits often ask me for information on their future duty stations, particularly on housing.

I'd like to establish a reference library of pamphlets on CONUS stations in the recruit library. Could you help me gather materials, short of writing to hundreds of individual stations?—CWO2 H. M. S., USN.

• *It's a good idea. In fact, it's already been done.*

The Family Services Center on your base, like all the other centers in the Navy, does its best to keep a complete library of up-to-date information brochures and related materials on housing, schools, recreational facilities, services and general living conditions at naval activities in the U. S. and abroad. All materials are available for reference or loan.

In addition, people at the Center can help Navymen to phone or write their new duty stations to obtain personal copies of information materials.

A man on shipboard, or at a station without a Family Services Center, may get information on his prospective duty station by writing either to the Center at his new station or to the Chief of Naval Personnel (Pers-G2d), Navy Department, Washington, D. C. 20370.—ED.

Still No Star on First PUC

SIR: While reading a back issue of ALL HANDS, I came across an item that didn't ring true. I refer to the May 1969 issue, and the letter which asked whether a bronze star accompanies a first award of the Presidential Unit Citation ribbon.

You replied that "... no directive exists authorizing a bronze star to be worn on the ribbon for a first award of the Presidential Unit Citation."

I'm not so sure about that. Check the old (1861-1948) *Awards Manual*,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

which stated: "When a unit has received the Presidential Unit Citation, all personnel of the unit cited . . . shall wear the ribbon with star permanently."—LT R. J. G., USNR.

• *It's true that a star once accompanied the first award of the PUC. However, in the letter to which you refer, we were asked a now question. And we gave a now answer.*

And now, here it is again. No directive exists (now exists, if you wish) which authorizes a bronze star to be worn on the ribbon for a first award of the PUC. The ribbon alone is worn for the first award. One bronze star may be added to the ribbon for each additional PUC awarded, and a silver star may be added in lieu of five bronze stars.

The current directive on this is the current "Awards Manual."—ED.

Former Enlisted Insignia

SIR: Is there a uniform device or insignia worn by an officer to indicate he previously served as an enlisted man?

If not, is such a device under consideration?—ENS R. J. R., USNR.

• *The BuPers expert on this subject answered no to both questions. However, if you earned a Good Conduct Medal (awarded only to enlisted men and women), you would continue to wear the ribbon or medal, as appropriate, on your officer uniform.—ED.*

New PO1 Uniform

SIR: I am due to be advanced to PO1 soon, and have a question about the uniform changes coming about for Navymen.

Will 1st class POs be wearing the two-tone blue replacement uniform for undress blues, undress whites and dungarees, or will they be wearing a working uniform similar to the new E-6 uniform shown in the May 1969 ALL HANDS?—TD2 R. J. M., USN.

• *You'll be wearing the "two-tone blue" uniform AND undress blues AND undress whites. Then, perhaps sometime in the next few years, you might be authorized to wear a uniform similar to the one we showed in the May issue.*

The two-tone uniform, officially called the Navy Working Dress uniform, will replace ONLY dungarees, not undress blues or whites. The undress uniforms will remain proper for wear in all circumstances in which they're authorized now. However, the new uniform is designed to be acceptable in many of the same situations — such as commissaries and Navy Exchanges — in which you must now wear undress outfits, besides being adapted for the dirty work for which you now use dungarees. All PO1s and below will be issued the Working Dress uniform after the supply system has stocked enough of them — which is expected to be around January 1971.

However, the proposed new uniform for PO1s is a situation of a different color. The Navy Uniform Board can't say when — or even if — such a uniform may be approved. The prototype shown in the May ALL HANDS is an experimental model, still in the design and testing stage. It has not received anything like final approval; in fact, several minor changes have been suggested by various people since the story was published, such as a patent-leather bill for the cap, a plain band

without the words "U. S. Navy," modifications to the jacket, and so on. The uniform, like any experimental ship or aircraft, is still in a state of constant change. What features will finally be approved — if the uniform is approved at all — is anyone's guess.

The last paragraph of the May article on the proposed PO1 uniform is still true:

"This is by no means the final uniform. Changes may be made to all or part of the uniform as the reaction tests continue. This uniform is a long way from being ready for issue to the Fleet, and it will get further thorough testing and official approval and then take over a year to manufacture and stock."—E.D.

Aviation Greens May Be Worr.

SIR: Uniform Regulations makes it clear that chief petty officers designated as aviation pilots must possess the aviation green working uniform, that is, cap cover, coat and trousers.

The Regs also says—and this is not so clear—that the aviation green uniform is "optional for other chief petty officers assigned to duty in aviation commands."

Interpretation of this has resulted in some disagreement among the chiefs at my aviation command. Specifically, what is meant by "other chief petty officers"?

I say all chiefs assigned to an aviation command—such as an aircraft carrier or air station—have the option of wearing the aviation green working uniform. Others say that only chiefs in aviation ratings should wear aviation greens.

What does Regs really mean?—YNC R. G., USN.

• The article you cite (0611) makes no distinction between chiefs in general and those in aviation ratings. Therefore, any chief who works at an aviation activity may wear the aviation green working uniform when it is prescribed for aviators and chiefs in aviation ratings.

Article 0144 of the "Regs" has more on this: Aviation greens should be worn "when engaged in work at aviation activities, flying or on board vessels servicing aircraft, or at ad-



Band of Commander Sixth Fleet plays during replenishment.

vanced bases, when authorized by the senior officer present."

In other words, the "Regs" means exactly what it says, and your interpretation is essentially correct.—E.D.

More on Pennsylvania Bonus

SIR: You made an error in your articles on state bonuses for Vietnam veterans in the April and November 1969 issues.

In both articles, you said that to be eligible for the Pennsylvania bonus, a veteran must have been honorably separated from active duty.

In fact, veterans who are still on active duty are eligible, too.

I know because I'm a Pennsylvania resident on active duty, and I've received the bonus.—LCDR W. E. H., SC, USN.

• You're right. Members of the armed forces on active duty are eligible.

Here's the official word from the Pennsylvania Vietnam Conflict Veterans' Compensation Bureau:

"In general all Pennsylvanians who served honorably in the Armed Forces of the United States in Vietnam, and have received the Vietnam Service Medal are entitled to the bonus payment. In the event of the veteran's death his compensation will be paid

to his wife, his children or his parents."

Men or women still on active duty, as well as those honorably separated, are eligible to receive the bonus. It is paid at a rate of \$25 for each month of Vietnam service. The maximum payment is \$750 for living veterans or \$1000 for eligible beneficiaries of deceased veterans.

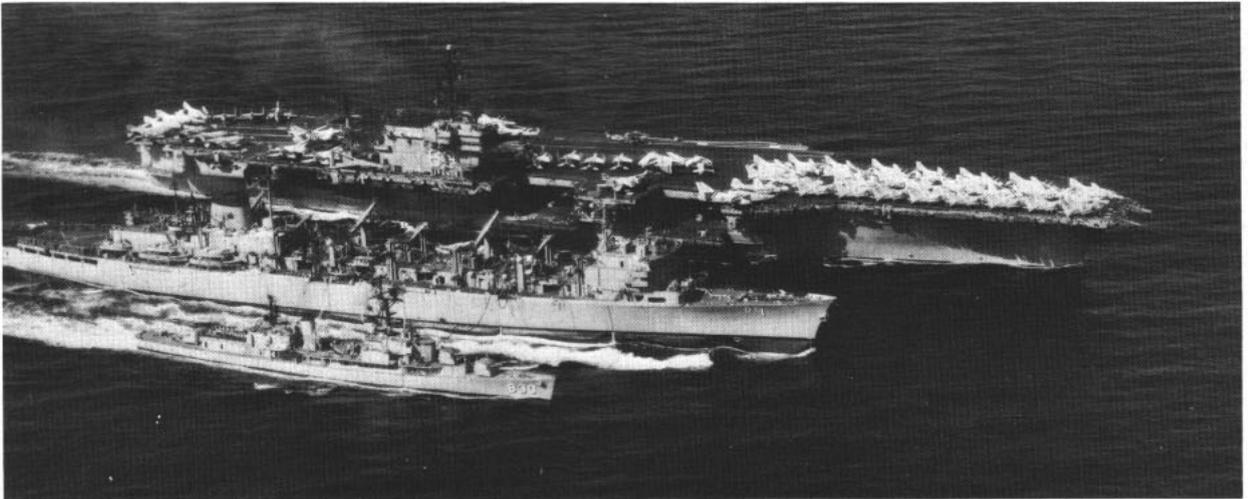
Compensation is paid for Vietnam service starting 1 Jul 1958 and ending at the cessation of hostilities.

Anyone who earned the Vietnam Service Medal during that time is eligible for the bonus if he was registered with Selective Service in Pennsylvania and entered service from that state, or if he gave a Pennsylvania address as his home of record when entering the service—providing he didn't receive a less-than-honorable discharge or separation.

Veterans who have left the service must submit a certified copy of their Report of Separation, Form DD-214. Those still on active duty must provide a certificate signed by their CO or personnel officer, attesting to their Vietnam service.

Detailed information and application forms are available from the Vietnam Conflict Veterans' Compensation Bureau, Commonwealth of Pennsylvania, Harrisburg, Pa. 17120.

Thank you for correcting our omission.—E.D.



DOUBLE DUTY—Fast combat support ship USS Sacramento (AOE 1) passes fuel to USS Kitty Hawk (CVA 63) and destroyer USS Everett F. Larson (DD 830) while underway in Pacific waters.

Reserve Retirement Points

SIR: I've always been under the impression that it's to the Naval Reservist's advantage to build up as many retirement points as possible either through active duty training, by attending meetings regularly, or through completion of correspondence courses.

Now, I'm not so sure. Someone has told me that I may not receive credit for some of the courses I've been taking. Is this possible?—GMGC H. R., USNR.

• It just might be, depending upon how many courses you've taken that are creditable and on the number of points you may have accumulated through other means.

In determining the maximum number of creditable retirement points that may be earned in an anniversary year, it is first necessary to make a distinction between how the retirement points are earned. There are two basic methods, (1) through active duty or active duty for training, and (2) through other means of earning retirement points in accordance with "BuPers Manual," Article 3860520.

These "other means" include:

- Authorized drills.
- Periods of equivalent instruction or appropriate duty.
- Completion of authorized correspondence courses, and
- Gratuitous points (15) for each

anniversary year of membership in a Reserve component.

For retired pay purposes, points credited for service must not exceed 60 points per anniversary year when they are earned outside of time spent on active duty or active duty for training. If you wish to add this "outside" accumulation to any points earned on active duty or active duty for training, the total may not exceed 365 points in a normal year or 366 points in a leap year.

For example, if you performed 30 drills and completed a correspondence course worth 12 retirement points in an anniversary year, your creditable retirement points would be broken down like this:

- 30 drill points
- 15 gratuitous points
- 12 correspondence course points
- 57 total creditable retirement points

On the other hand, if you performed 45 drills and completed the same correspondence course in an anniversary year, you would be credited with 45 drill points and 15 gratuitous points for a total of 60 retirement points. The 12 retirement points normally creditable for completing the correspondence course would not be creditable in this case since 60 retirement points is the maximum that can be credited in an anniversary year, excluding those points earned for active duty and active duty for training.

Let's assume that in both of the

above examples, you performed 14 days of active duty for training during the anniversary year. Then, the total number of creditable retirement points in the first case would be: 30 drill + 15 gratuitous + 12 correspondence course + 14 active duty for training = 71 total creditable retirement points. In the second case, your total creditable retirement points would be 74, derived by adding the drill, gratuitous and active duty for training points.

Judging from these examples, it can be seen that there is a 60 point maximum limit for retirement points earned in any manner other than for active duty or active duty for training, and a 365 (or 366) point maximum for any combination toward retirement.—ED.

Another Square-Rigged Sub

SIR: Among the letters to the editor in the August 1969 issue of ALL HANDS was an item concerning a square-rigged submarine. You might be interested in a Soviet version of the story that occurred during World War II:

Early in April 1942, a Soviet Shchuka class small submarine under the command of a Lieutenant Fedor A. Vidyayev had conducted a successful attack against a German transport deep in a fjord of northern Norway. After enduring six hours of depth-charging by the escorts, the submarine gave them the slip. As it surfaced for

a high speed run to its home port after night had fallen, it was shaken by a heavy explosion.

Mined in the stern, the submarine was unmaneuverable and unable to dive. Hatches were warped. Both screws had been blown off. Only snow squalls prevented the nearby German shore batteries from discovering the Red sub and finishing it off. After jury-rigging a transmitter, a message requesting assistance was sent.

Not knowing how long it would take help to arrive, some way to get out of range of the still unsuspecting shore guns was sought. Someone remembered an icebreaker once had saved itself by rigging auxiliary sails. All hands turned to through the night with a will—every piece of sailcloth and tarpaulin that could be found was sewn together.

Rigged to the periscope, the sail began to move the submarine under cover of the snow. The range to shore

Employment Preference

SIR: One of the CPOs in our Reserve unit wants to apply for federal employment. He has been in the Reserves for 20 years, but has never served on active duty. Is he eligible for Federal Employment Preference?—T. L. K.

• *No. Federal employment preference requires completion of active duty, and this does not include active duty for training.—Ed.*

increased from four to nine miles before the snow stopped and the sea became rough.

At noon the following day, another submarine was sighted on the horizon. It proved to be a larger Russian boat, dashing to the rescue. The heavy seas bumped the boats together and parted cables as the Russians tried to tow Vidyayev's command to safety. After

three hours of hard work, further efforts were made impossible by the Germans, who finally discovered the subs.

Personnel quickly were transferred to the would-be rescuer, using an extended bow plane as a bridge. With all hands clear, the *Shchuka* was torpedoed and sunk by her sister sub.

Despite four separate efforts by the Germans, the remaining Russian submarine, carrying LT Vidyayev and his hard-working crew as well, made home port safely. LCDR Vidyayev subsequently was lost while commanding another submarine, and a tender in today's Soviet Navy bears his name.—CDR T. G. M., USN.

• *Many thanks for your comments concerning the Soviet square-rigged submarine, Commander.*

Normally, we restrict our subject material to the U. S. Navy, but we're certain your account of Shchuka will be read with interest.—Ed.

Passing the Buck

SIR: In my humble opinion, a situation exists today in this Navy that is growing to almost irreparable proportions. I would like to direct my comments to all persons in the Navy, both officers and petty officers.

It has been my longtime observation that we—as petty officers and officers—are guilty of buck-passing.

In an article entitled "Too Much Human Relations," Professor Malcolm McNair of the Harvard Business School states, "To a very large extent, we in management have become pure, simple, unadulterated hypochondriacs about morale." The article goes on to explain that, frequently, business failures can be attributed to excessive concern with human relations that causes an executive, in a position requiring the exercise of hardheadedness, to wallow in sentimentality and tender-mindedness in his attempts to be "fair" to his employees.

This military organization has to some extent become similarly afflicted. We are beginning to worry so much about people's feelings that judicious use of tough-mindedness has practically vanished from the scene. In re-

cent years we seem to have become obsessed with the "let's keep this one, big, happy family" idea in our approach to discipline. It has reached a point where many of our personnel seem to be willing to overlook faults in their juniors or bypass anything that may cause people to think that they are not "nice guys". It seems to me that no one wants to be considered a "bad guy" and the tendency to pass the buck of disapproval to someone higher up is steadily increasing. When you stop to think about it, just how high can the buck be passed? When Harry Truman was President, he had a sign posted in his office which read—THE BUCK STOPS HERE. Must it get that far?

The ultimate results of buck-passing are the inability to make any decisions at all and the eventual breakdown of both discipline and morale. We must stop this trend toward buck-passing by insuring that our people get the undiluted word.

When we are in a position where we should correct someone for a minor breach of military courtesy, we should correct him—it's our duty!

When we have a minor disciplinary problem that can be handled, legally, at our level of authority, we *must* handle it—it's our duty!

We may not be considered the personification of nice guys when we do these things, but we will be performing our duty and fulfilling our responsibilities. We are all in a military organization, not a popularity contest! We must be able leaders, not nice guys, to operate effectively and maintain discipline.

Of even more importance, we will be generating respect for ourselves and for military discipline and authority, thereby strengthening the organization of which we are members, the United States Navy.—PNC R. F. Faust, USN.

• *There are a number of people who will agree with you. We will throw the subject open for discussion in the Fleet. For a related report on the subject of leadership, see the article in the November 1969 ALL HANDS by Master Chief Petty Officer of the Navy GMCM Delbert D. Black, on page 20.—Ed.*



USS Defiance (PG 95), a newly commissioned gunboat, makes a trial run.

Aviation Insignia

SIR: Assuming an officer has earned both insignia, is it permissible for him to wear the breast insignia for Naval Aviator at the same time he wears the insignia for Naval Flight Officer?

Uniform Regulations deals with this in article 0157, but its reference to categories of insignia seems confusing.

Which of the aviation insignia are considered to be in the same category?—LCDR R. P. S., USN.

• *Insignia in the aviation category are: Astronaut, Aviator, Aviation Observer and Flight Meteorologist, Aviation Experimental Psychologist and Aviation Physiologist, Balloon Pilot, Combat Aircrew (with battle stars), Flight Officer and Flight Surgeon.*

The "Uniform Regs" article you reference says only one of these may

be worn at a time, or, to apply this to your question, you may wear one or the other but not both if you have earned the insignia for both Aviator and Flight Officer.

An exception to the one-of-a-category rule applies to the insignia for Combat Aircrew (with battle stars), which may be worn in addition to one other aviation insignia.—ED.

Gold Hashmark Club Privileges

SIR: I would like to come up with some ideas on establishing a Gold Hashmark organization that would offer additional recognition to its members. Any suggestions?—ENS A. A. K., CEC, USN.

• *Perhaps we can best advise you by reprinting an answer to a similar question asked ALL HANDS not long*

ago. To the question—"Any suggestions?"—we recommended:

Go to the head of the mess line. Attach a special identification on your automobile, signifying special privileges on entering the naval compound. Avail yourselves of certain barbershop privileges.

These are some of the benefits enjoyed by Gold Hashmark club members at other commands. Depending on the situation at your command, they may or may not be appropriate.

There is no specific list of benefits that anyone who belongs to such a club might enjoy. In other words, it's up to each individual membership and the commanding officer to decide how the program is best tailored to meet local circumstances.

Your list of club privileges should be reasonable and appropriate. For example, a two-hour work week for Gold Hashmark club members would probably sound unreasonable to your CO. Head-of-the-line chow privileges he might go along with.

Make your club official, like the one organized at the Naval Training Center at Bainbridge, Md. Its members are guided by a neat, self-explanatory, one-page instruction, signed by the NTC Commander, which states, in part:

Purpose. To promulgate special privileges established as recognition for petty officers of this command entitled to wear gold lace service stripes and rating badges.

Background. The career Navyman who maintains good conduct for a period of 12 consecutive years is permitted to wear gold lace service stripes and rating badge as an easily recognizable symbol that he has steadily and diligently pursued his career without receiving disciplinary action. It is felt that further recognition of the value of this type of career man is warranted, and that certain special privileges should be extended within this command.

Privileges. The following privileges are hereby established. . .

• *Head of the line in Mess Hall: Currently extended to all POs, this privilege is extended to all holders of Gold 'H' cards.*

• *Open Gangways: Automobiles bearing the Gold 'H' decal shall be*

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Pers G 15, Arlington Annex, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• *uss Lexington (CV 2) — The 17th reunion will be held 15 to 18 July at the Netherland Hilton hotel, Cincinnati, Ohio. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618 for details.*

• *uss Kidd Association—The 21st reunion of Destroyer Squadron 48 will be held at Saginaw, Mich., 5 to 9 August. Harrold F. Monning,*

310 East 8th St., Kewanee, Ill. 61443, has the details.

• *uss St Paul (CA 73)—Will hold her Silver Anniversary reunion on board ship at the U. S. Naval Station, San Diego, on 17 February. Anyone who has ever served aboard is invited. Contact CDR Ralph G. Spencer, USN, USS St Paul (CA 73), FPO San Francisco 96601, for details.*

• *uss Audrain (AKA 59)—Ship's crew who served aboard from 1944 to 46 are invited to a reunion to be held 3 through 5 July at Houston, Tex. Contact A. P. Wooten, 2219 LaMonte, Houston, Tex. 77018 for details.*

permitted to pass through Center gates without the occupant showing identification. However if security circumstances dictate that identification is necessary, it will be produced immediately as requested.

- Barber Shop: One chair shall be set aside at the enlisted barber shop for Gold 'H' cardholders, in uniform, Monday through Friday.

- No privilege authorized by this Instruction shall be construed by any Gold 'H' card holder to mean that he will be allowed to supplant the privileges accorded senior petty officers.

- Action. Addressees will ensure that all qualified petty officers attached. . . are presented with the Gold 'H' card holder to mean that he

That's how it's done at NTC Bainbridge and aboard a few ships that sponsor Gold Hashmark Clubs. They are becoming increasingly popular throughout the Navy and have proven to be more effective and offer more prestige handled at the command level instead of service-wide sponsored.—Ed.

Comm Center Claims Most

SIR: Over the years, I've seen many letters to ALL HANDS which claim the fastest refueling, longest steaming, most landings, etc. Such claims invariably draw replies from units which long before had equaled or excelled the records claims.

I claim no records, but I would like to introduce the seldom-discussed category of communications, and, hoping to stimulate interest in this subject, present some work statistics for other comm centers to ponder.

The Communications Division at the Naval Support Activity, Saigon, averages 23,000 messages a month. Other than the undersigned, it does not have a petty officer above grade E-5, nor one with more than four years' experience, and consistently operates at manning levels below 75 per cent.

The watchstanders observe a 12-hour-on, 12-hour-off routine for their year-long tour, and, of course, the duty is in a combat zone.

In spite of these challenges, the comm center has not had a message nondelivery in more than six months and maintains an average circuit re-



ON THE WAY — Model shows how the F-14A will look when it joins the Fleet. The variable swing-wing aircraft will be equipped to fire Sidewinder, Sparrow, and Phoenix missiles. In addition, it will also have air-to-ground capability.

liability factor of 96 per cent.

We're proud of our comm center team.—RMC J. E. W., Jr., USN.

- The statistics you cite are here-with presented for review by the Fleet. Congratulations.—Ed.

Maximum Constructive Time

SIR: I thought that after some years of personnel work I knew all there was about constructive time. Now I'm told by someone who should know more than I, that no more than one year of constructive time may be used when computing service for transfer to the Fleet Reserve.

This limit on constructive time — if there really is one — is news to me. Can you steer me toward the reference?—PNC R. L. W., USN.

- Article 2630100 of the "BuPers Manual" is relevant, but you'll find nothing there about a limit on the constructive time one may use for transfer to the Fleet Reserve. There is no limit, as such, provided the constructive time is "legal."

By this we mean that the laws on retirement after 30 years of active service are not the same as those which govern transfer to the Fleet Reserve (so-called "20-year retirement"). Certain types of constructive time may be counted toward one, but do not apply to the other.

For 30-year retirement, you may include as constructive time only the periods of enlistments and term extensions you do not serve when you ship over early (up to three months

for each). These unserved periods also may be counted toward total service for transfer to the Fleet Reserve, but this is where the constructive time similarities end.

A minority enlistment may be counted as a full four years in total service for transfer to the Fleet Reserve, but not for retirement. And, six months or more may be counted as one full year toward total service for the Fleet Reserve, but not for retirement (thus the familiar "19 and six").

Perhaps your knowledgeable friend had this mixed up to mean something else.—Ed.

Breast Insignia

SIR: Are officers and chief petty officers authorized to wear dolphins and the recently approved SSBN Deterrent Patrol Insignia on the tropical khaki uniform at the same time?

My interpretation of the Uniform Regulations is that only one insignia is authorized to be worn on the naval uniform at a time, except when ribbons or medals are worn.—YNC(SS) J. H. W., USN.

- Your interpretation, Chief, is correct. According to Article 0157.1.b.(1), "Uniform Regulations" allows only one breast insignia to be worn except on uniforms prescribing the wearing of ribbons or medals.

When wearing medals or ribbons, more than one breast insignia may be worn in the manner described in that article. However, since medals and ribbons are not worn on the tropical khaki uniform, only one breast insignia may be worn.—Ed.



Newly commissioned amphibious assault ship, USS New Orleans (LPH 11), sets sail for her first deployment.

How to Accept An Award

SIR: I'll be receiving an award in a ceremony in the near future.

The last time I was in an awards ceremony, it proved to be awkward because I didn't know exactly when to salute, shake hands, or about-face.

Could you tell me the correct procedure for receiving an award at an inspection, when I'm called from ranks to go before the inspecting officer in front of all the company formations? When do I salute, advance, shake hands, put out my hand to receive the certificate, and so forth? —DK1 R. G. S., USN.

• We can't give you a hard-and-fast pattern to follow, because the specific procedures for an awards ceremony are largely left up to the judgment of the officer in charge. His duty is to arrange a smart, orderly, dignified presentation—but how he does it is up to him.

So if your last ceremony was confused, the blame probably rests on the officer or PO in charge of arrangements. He should have briefed you and the other honorees on how he wanted you to march and salute.

In general practice, such ceremonies usually go something like this:

If, as you describe, each individual is called from the ranks, he marches up to the officer presenting the award (stepping off in straight lines, turning front square corners) and halts directly in front of the officer at an easy handshaking distance. He salutes, the officer returns the salute, and the man

stands at attention while the officer reads the citation. The officer then hands him the citation (or pins on the medal) and they shake hands. The man takes one step backward and salutes; the officer returns it; and the man makes an about-face and marches back to his place in ranks.

If a large number of men are receiving awards, they may be formed up as a separate unit in front of the presenting officer. He can call each man individually; each man then steps forward, salutes, hears the citation read, receives the award, shakes hands, salutes and returns to ranks.

Or if several are receiving the same award, the officer may read the citation and then step forward himself to present the award and shake hands. Probably in this case there would be no individual salutes, since all the honorees would remain in ranks. Instead, the officer would salute the whole group after all awards were presented.

Some of us have seen such mass ceremonies streamlined even further. One way is for the honorees to be formed in a separate unit, then to file past the officer rather than coming forward individually. Each man's name is called as he arrives before the officer. (Few, if any, citations are read in full.) The man salutes, receives his citation and a handshake, salutes again, and moves on. Each rank moves in a rectangle—to the right, forward, to the left past the officer, and back.

In any of these ceremonies, careful planning by the man in charge is a

necessity—and particularly in the last one, in which calling names in the wrong order could cause chaos.

If circumstances permit, it's good practice to have a rehearsal, during which everyone involved is given specific instructions on what to do when. It takes time and effort—but it's well worth while if it leads to a smooth ceremony without embarrassment, mistakes and confusion.

As for you, if you don't receive any specific instructions, just march tall, salute before and after, and accept any handshakes you're offered. Congratulations.—ED.

Recruiting Officer

SIR: In reading your article, The History of Naval Recruiting, in the September (1969) issue of ALL HANDS, I noted with interest a poster at the bottom right of page 23. The poster as shown would indicate that it was displayed in New Berne, N. C., on 2 Nov 1863. The curious part is, of course, that New Berne was in the Confederate States of America between 1861 and 1865.

This then poses the questions: Is this a Confederate poster? Are the dates in error? Or, did the U. S. Navy recruit in the CSA? If so, openly?

If you could clear up these nagging questions, I would be grateful.—Col. D. G. S., USMC.

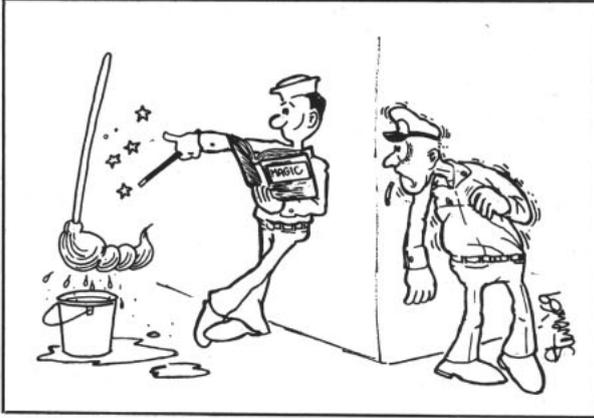
• While the U. S. Navy may have been involved in some rather unusual intrigues behind the lines, recruiting isn't considered one of them, Colonel.

Fact is, records of the office of Naval History indicate that New Berne, N. C., was captured by Union naval amphibious forces on 14 Mar 1862 and remained in Union custody throughout the remainder of the Civil War.

The importance of recruiting in New Berne may stem from the strategic importance of the locality itself. It served as a base in support of the naval blockade of the Confederate States.

Now, one further question remains to haunt us—how successful were the Union Navy efforts to recruit personnel in the Confederate South?—ED.

CYN3 Gregory L. Stevens, USN

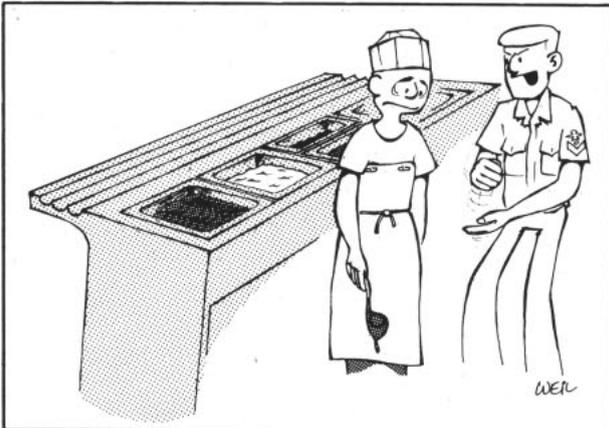


IC1 Jeremiah H. Paoli, USN



"Silly girl! Of course they allow E2s in the Acey-Deucey Club."

LTJG Frederick W. Weil, USNR



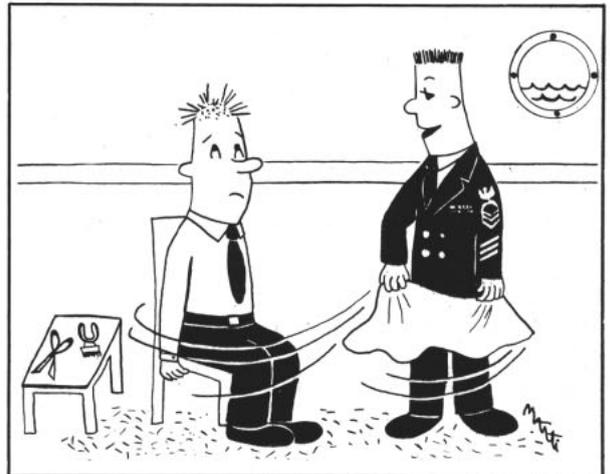
"How many times do I gotta tell ya? The gravy doesn't go on the salad; it goes on the ice cream!"

CTC Ernest M. Mawn, Jr., USN



"When you finish that one—check these over, then sign that paper right under the statement, 'I fully understand all instructions-notices contained herein.'"

Martha P. Gniika



"Presto! And you've saved \$1.50."

TAFFRAIL TALK

MOST OF US live our lives in a routine. We tend to do things a certain way because that's the way we've always done it.

(Shaving, for instance. If you're like us, you probably start shaving at the same point on your face every day, simply because you never particularly thought of starting somewhere else.)

Chief Aviation Support Equipment Technician Donald C. Roberts seems to be an exception to the we-do-it-that-way-because-it's-always-been-done-that-way rule. We haven't asked him how he shaves, but his original thinking in another area saved the Navy a great deal of money.

It started with a GTC compressor inverter which furnished 115-volt single-phase alternating current for the A-4 *Skyhawk* starting system. We don't know what that means either; but we're told that it's very difficult to start a *Skyhawk* without one of them.

Anyway, the thing was marked "C" for consumable — meaning that you throw it away when it quits working, rather than repair it. Like a light bulb. Just screw in (or plug in, or whatever) a new unit to replace it.

Chief Roberts' compressor inverter had quit giving out with its 115-volt, single-phase juice. Trouble was, he didn't have a replacement to screw (or plug) in.

Most of us would have chucked the thing (since that's what we'd always done with "C" items) and waited for a new one to come through the supply system.

Chief Roberts thought about it. Then he decided to try a different tack. He carried the unit to a local radio repair shop.

In short order, the shop had the thing compressing and inverting like new again.

The chief suggested to his command, NAS Oceana, Va., that compressor inverters should be reclassified "R" (repairable), which was logical, considering that one had indeed been repaired. His suggestion, equally logically, was accepted by the Navy.

At Oceana alone, reclassifying the thing will save about \$12,000 in three years. Navywide, it's expected to save something like \$144,000 through fiscal year 1972.

The Navy appreciated Chief Roberts' suggestion. He received a cash award and was congratulated by the Oceana CO, Commander Fleet Air Norfolk, and the Commander Naval Air Force, Atlantic Fleet.

Not to mention the Vice President of the United States. He gave a citation to the chief and nine other government employees in Washington. Looking on were the Secretary of Defense, the chairman and other members of the Joint Chiefs of Staff, and the secretaries of the Army, Navy and Air Force. Plus members of the recipients' families.

Which proves that a man with original ideas is likely to get into good company.

The All Hands Staff

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. **ALL HANDS** prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

Address material to Editor, **ALL HANDS**, Pers G15, Navy Department, Washington, D. C. 20370.

••AT RIGHT: WALKING ON WATER?—Two crewmen of the Navy's tank landing ship USS Newport (LST 1179) appear to be walking on water as they prepare to couple an approaching utility landing craft with the LST. The connection enables vehicles to roll off the landing craft into the tank landing ship.



***It doesn't matter
who you are –
It's what you can be***



***...and the Navy offers both
training and education***